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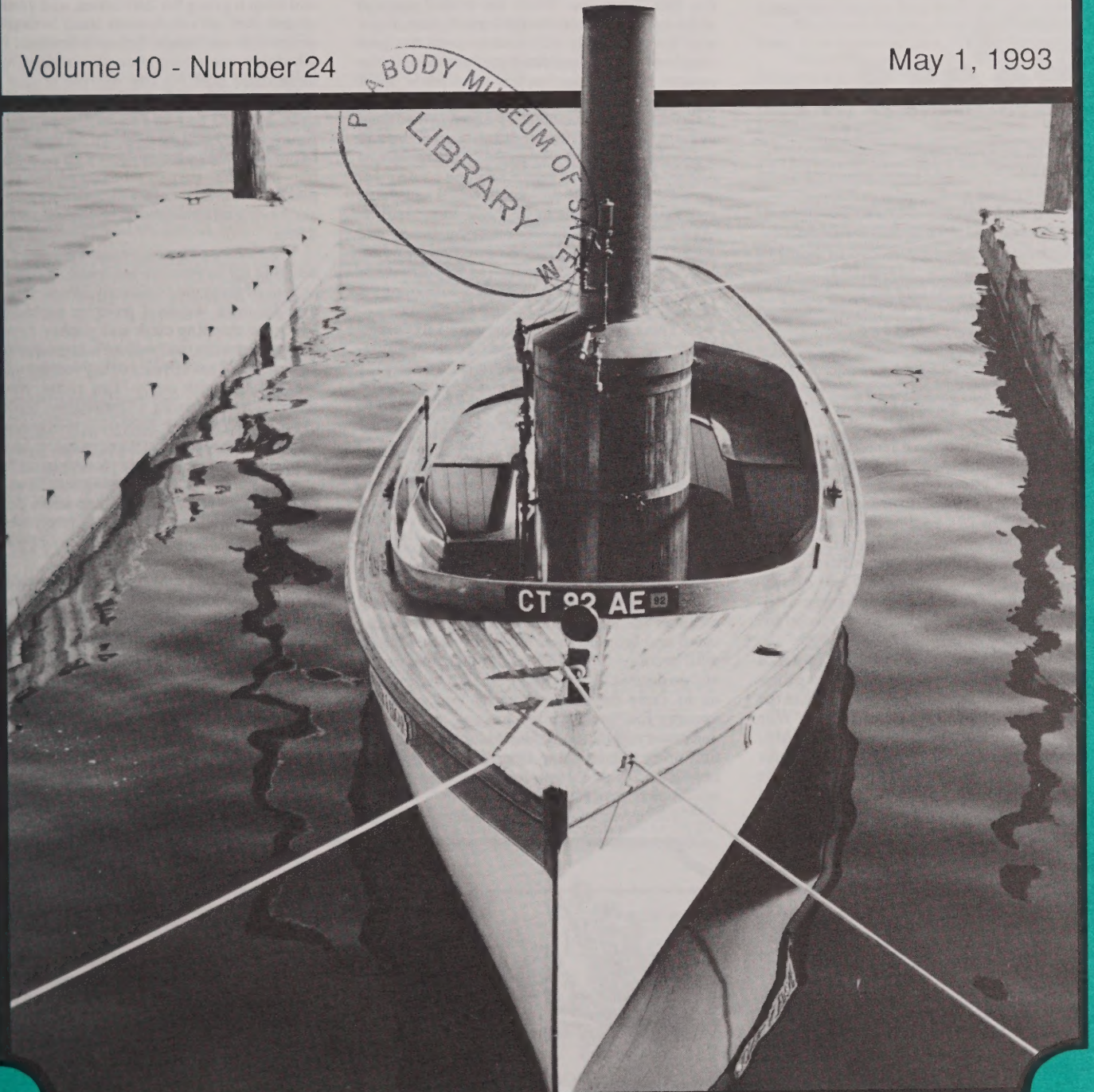
messing about in BOATS

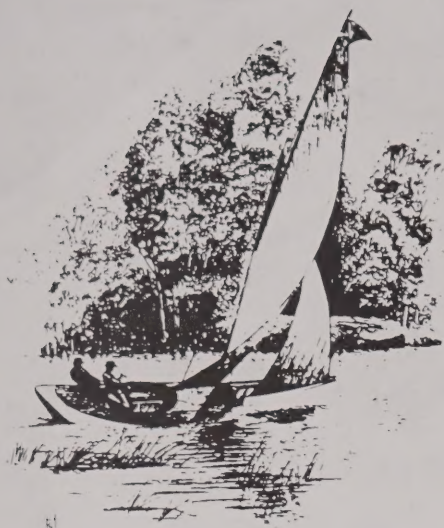
Volume 10 - Number 24

May 1, 1993

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messing
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BOATS

VOLUME 10 - NUMBER 24
May 1, 1993

Published twice a month, 24 times a year. Subscription price is \$20 for 24 issues. Address is "Messing About in Boats", 29 Burley St., Wenham, MA 01984. Telephone is (508) 774-0906. Publisher & Editor is Bob Hicks.

Our Next Issue

Will first and foremost feature our review of the Maine Boatbuilders' Show that didn't get into this issue. Other commentary will include Ed McCabe's novel ideas on comparing rowing race times in "The 29 Cent Race"; R. W. Odlin's discussion of things learned sailing his "Booger Maru"; and Dave Getchell's explanation of the new format for the Maine Island Trail. Adventures will include Ed Seling's report on experiencing "The Storm of the Century" aboard his 32' liveaboard sloop "Moonshadow" in Brunswick, GA; Dick Berg's contemplation of "Summer Sunfish Sport" on a New Hampshire lake; and Gayle Smith's look at "Boating on the Moscow River". Projects will include the "Wee Lassies by the Bunch" photo story of Mac McCarthy's Wooden Boat School winter course in Sarasota, and William Hunley's nostalgic look back to the building of the "\$25 William Scott". Phil Bolger brings us his design for "An International 14 Conversion", Joe Pallazola presents his "Slipper, a Very Light Rowboat", and Jim Thayer reports on a handy lug-around table saw for the shop. And, of course, "Tom's Coast of New England" cruises on.

On the Cover

"Walter & Edgar" is a 100 year old steam launch that spent this past summer on display at Mystic Seaport. In this issue Sharon Brown shows and tells us in photos and words of last fall's six hour trip home to Portland, Connecticut on the Connecticut River that she enjoyed aboard this unique craft.

COMMENTARY

Here we are at Issue #24 of another publishing year, and this one is more than the usual milestone for it completes our first decade, ten years of "Messing About in Boats". These years spent starting up and building up this third publication in my self employment career that began in 1959 have carried me into my 60's, by gosh, but they've been too busy and full for me to have paid much attention to this aging process. The numbers are there but as yet I am not feeling them, not "feeling my age" as they say.

So we've now cranked out 240 issues of this little magazine. While the overall concept and format have not changed much, one major shift has gradually accelerated over the past couple of years of publication. Increasingly the content of the magazine has been made up of your stories, reader reports on all the fascinating different aspects that messing about in boats can assume. In the early days I did all the writing and reporting, but now I increasingly act mostly as editor, choosing and organizing the content for each issue from all the great stories you have sent me and continue to send me. Yes, I still do attend many events and report on them, and interview interesting people and their projects, but "Messing About in Boats", as we commence our second decade of publication with our next issue, has truly become "your" magazine.

This is what gives this magazine its charm, in my view. We don't issue "writer's guidelines" to everyone who wants to write a story for us, guidelines which require adoption of some specific "style" and "word count", designed to make the story read as we have chosen and fit the space provided amongst all the ads. Since we do not buy any articles we never felt we could dictate the size and style, and this has resulted in the eclectic mix of material we now all can enjoy.

The reason we don't offer payment is simple, there's no money available. This scale of magazine publishing generates a modest income for us, given our low overhead lifestyle, mortgage long since burned, kids grown, educated and long on their own, our contentment with second hand cars, vans, boats, and such, and no desires for expensive travel. This enables us to carry on without major "growth" and concern for "profits". We have no employees and never will have any. We do farm out work in the family, my daughter's word processing business is increasingly employed for time saving and improving quality.

The other side of this subject is that the

spontaneous and natural enthusiasm present in your stories is the product of your amateurism as writers. Despite the fact that you have some really interesting tales to tell, and many of you write very well, there's no market for much of it. The free lance writer starves unless very good indeed and working in an area of interest with high potential for mass readership. In short, all your stories would remain untold if you had to interest serious magazines in buying them.

So the gradual coming together of my setup for being able to publish a low budget magazine and keep it going for 240 issues, and your input of the stuff of which each issue is made, has resulted in our unique little publication. People who know something about this business cannot understand how we can survive at this scale. With 4,000 subscribers now, we're larger than ever, but still tiny in the publishing world. A figure of "20,000 circulation" is mentioned as being a necessity for making a go of something like this. But this is envisioned by younger people wanting to earn \$35,000 a year or more, and having hired help to do all the tasks that need doing.

So as we enter our second decade I see no slacking off in what we are doing. Your continued input gives me constantly renewed enthusiasm for what we do. I have no problem with being the shipping clerk and gopher, typesetter and layout man, as well as editor and feature writer. These are all parts of my routine and I am comfortable with them. You could view this scale of operation as a "retirement business", except that I've been operating this way since I was 30 years old. I find it keeps me so busy that I don't give any thought to closing in on "retirement age". Why think of retirement? I'm doing what I want to and plan to keep on so doing as long as my brain functions adequately well. My health is no problem so that's no obstacle to carrying on either on my end.

Ultimately it is your participation that makes "Messing About in Boats" work. There's no end to the possibilities in this activity for ever new and interesting news of designs, projects, adventures, and with a balancing off for these of some bygone retrospectives that seem germane to what we are doing, we can view another decade ahead with enthusiasm. Every issue of the magazine is the same arrangement of 32 pages of news, photos and ads. Yet every issue is like a fresh new day for me, thanks to what you are providing. Thank you all for this active support.



messing
about in

BOATS

VOLUME 1 - NUMBER 1

Every Two Weeks

May 15, 1983

Happenings

The busy season is at hand and so I am restricting the listings in this calendar each issue those scheduled for the current month and the following month.

Great Age of Sail Exhibit, Treasures from National Maritime Museum of Greenwich, England, through June 2. Peabody Museum, Salem, MA, (508) 745-1876.

Modern Marine Artists Exhibition, through September 12. Mystic Maritime Gallery, Mystic Seaport, CT, (203) 572-8524.

21st Annual Maritime History Symposium, April 30-May 2. Maine Maritime Museum, Bath, ME, (207) 443-1316.

Whitewater Canoe Paddling Weekend, April 30-May 2. L.L. Bean, Freeport, ME, (800) 341-4341 xt 7800.

1,000 Mile Ohio River Flatboat Cruise Begins, April 30. Flatboat Project, Charleston, WV, (800) 859-4409.

Amateur Yacht Research Society N.E. Region Annual Meeting, May 1. Walter Giger, Essex, CT, (203) 529-6762.

Percy & Small Shipyard opens for season, May 1. Maine Maritime Museum, Bath, ME, (207) 443-1316.

Introduction to Metallurgy, May 1. Center for Wooden Boats, Seattle, WA, (206) 382-BOAT.

Merrimack River Cleanup, May 1. Rings Island Rowing Club, Salisbury, MA, (603) 465-7920.

Spring Launchings Volunteer Day, May 1. South St. Seaport, New York, NY, (212) 669-9400.

Northwest Small Boat Messabout, May 1. Olympia, WA, (206) 526-1579.

9th Annual Cedar Key Small Boat Meet, May 1-2. Cedar Key, FL, (904) 543-5307, (313) 468-6456.

Cape Cod Frosty North American Championships, May 1-2. CCFCA, Box 652, Cataumet, MA 02534.

19th Annual Wooden Boat Show, May 1-2. North Carolina Maritime Museum, Beaufort, NC, (919) 728-7317.

National River Cleanup Week, May 1-8. American Canoe Association, Savannah, GA, (912) 355-1866.

Merrimack River Dory Sprints, May 2. Rings Island Rowing Club, Salisbury, MA, (603) 465-7920.

1,000 Meter Sprints, May 2. Mystic River Rowing Club, Mystic, CT, (203) 536-9247.

WW II Shipbuilding on Hudson Exhibit Opens, May 2. Hudson River Maritime Museum, Kingston, NY, (914) 338-0071.

Spring Commissioning & River Race, May 8, CROP, Essex, CT, (203) 434-2534.

Discovery Days, May 8-9. Grays Harbor Historical Seaport, Aberdeen, WA, (206) 532-8611.

Sand Casting & Foundry Techniques, May 8 & 15. Center for Wooden Boats, Seattle, WA, (206) 382-BOAT.

2nd Annual Scituate Harbor Boat Show, May 14-16. Scituate Chamber of Commerce, Scituate, MA, (617) 545-4000.

Urbanna Small Boat Meet, May 15. John England, Urbanna, VA, (804) 758-2721.

Wooden Boat Refinishing Course, May 15-16. Antique Boat Museum, Clayton, NY, (315) 686-4104.

Greenland Kayak Building Class, May 15-23. Superior Kayaks, Bloomington, IL, (708) 894-2512.

Lapstrake Skiff Building Course, May 21-23. South St. Seaport, New York, NY, (212) 669-9400.

Essex River Race, May 22. Cape Ann Rowing Club, Essex, MA, (508) 774-0906 6-9pm.

Solo or Tandem Canoe Paddle Strokes Courses, May 22. L.L. Bean, Freeport, ME, (800) 341-4341 xt 7800.

Lapstrake Planking Course, May 22-23. Antique Boat Museum, 750 Mary St., Clayton, NY 13624.

Spring Paddling Tuneup, May 22-23. Baer's River Workshop, Exeter, RI, (401) 295-0855.

Cool Boats for Urban Environment Regatta, May 23. Prospect Park Alliance, Brooklyn, NY, (212) 477-5944.

Coastal Kayaking Lesson Level I, May 23. L.L. Bean, Freeport, ME, (800) 341-4341 xt 7800.

Schooner "Brilliant" voyages commence in June. Mystic Seaport Museum, Mystic, CT, (203) 572-5323.

Lapstrake Skiff Building Course, June 4-6. South Street Seaport, New York, NY, (212) 669-9416.

Festival of Paddle & Oar, June 5. Thousand Islands State Park Region, Alexandria Bay, NY, (315) 482-2593.

Sparmaking, June 5. Northwest School of Boatbuilding, Port Townsend, WA, (206) 385-4948.

24th Annual Small Craft Weekend, June 5-6. Mystic Seaport Museum, Mystic, CT, (203) 572-5315.

Pedal Power Potlatch, June 5-6. Center for Wooden Boats, Seattle, WA, (206) 382-2628.

Steamboat Meet, June 6. Wickford, RI, (401) 295-2570.

Wooden Boat School Courses, June 6-12: Choosing Your Own Boat; Canoe Repair & Restoration; Building a 12' Fisherman's Skiff; Marine Surveying. Wooden Boat School Brooklin, ME, (207) 359-4651.

Great Lakes Ship Model Exhibit, June 6-August 29. Cedarburg Cultural Center, Cedarburg, WI, (414) 375-3676.

Introduction to Whitewater Canoeing, June 7. L.L. Bean, Freeport, ME, (800) 341-4341 XT 7800.

Solo Whitewater Canoeing, June 9. L.L. Bean, (800) 341-4341 XT 7800.

North American Canoe Symposium, June 11-13. L.L. Bean, Freeport, ME, (800) 341-4341 XT 7800.

5th Annual Moosehead Lake Rowing Regatta, June 12. Betsy Rockwell, Greenville, ME, (207) 695-2680.

River Day, June 12. Westport River, Westport, MA, (401) 635-4819.

Building Wooden Hand Planes & Planecraft, June 12-13. Antique Boat Museum, Clayton, NY, (315) 686-4104.

'Sound Cruise, June 12. Connecticut River Oar & Paddle Club, Old Saybrook, CT (203) 388-2343.

4th Annual Midwest Messabout, June 12-13. Jim Michalak, Lebanon, IL, (618) 537-2167.

Wooden Boat School Courses, June 13-19: Lofting; Methods & Materials of Composite Building; Woodworking Basics for Women; Elements of Seamanship; Marine Surveying. Wooden Boat School, Brooklin, ME, (207) 359-4651.

Canoe Poling Workshop, June 14. L.L. Bean, Freeport, ME, (800) 341-4341 XT 7800.

Intermediate Whitewater Canoeing, June 14. L.L. Bean, Freeport, ME, (800) 341-4341 XT 7800.

Rigging as if It Mattered, June 14-18. Northwest School of Boatbuilding, Port Townsend, WA, (206) 385-4948.

Freestyle Canoeing, June 15. L.L. Bean, Freeport, ME, (800) 341-4341 XT 7800.

Flatwater Canoe Workshop, June 16. L.L. Bean, Freeport, ME, (800) 341-4341 XT 7800.

Orienteering, June 19. Cape Ann Rowing Club, Gloucester, MA, (508) 774-0906.

Coastal Kayaking Lesson, June 19. L.L. Bean, Freeport, ME, (800) 341-4341 XT 7800.

Solo Canoe Instruction, June 19. L.L. Bean, (800) 341-4341 XT 7800.

Tandem Canoe Instruction, June 19. L.L. Bean, Freeport, ME, (800) 341-4341 XT 7800.

Melrose Regatta on the Cape, June 19-20. Roger Crawford, Hamaock, MA, (617) 837-3666.

New York Wooden Boat Festival, June 19-20. South Street Seaport, New York, NY, (212) 669-9400.

Small Boatbuilders' Get Together, June 19-20. Clearwater Hudson River Revival, Valhalla, NY, (914) 435-7964.

Refinishing, June 19-20. Antique Boat Museum, Clayton, NY, (315) 686-4104.

Canoe Expedition to Russia, June 19-30. Scansport, Enfield, NH, (603) 632-7654.

Coastal Kayak Lesson, June 20. L.L. Bean, Freeport, ME, (800) 341-4341 XT 7800.

Wooden Boat School Courses, June 20-26: Fundamentals of Boatbuilding; Building the Maine Guide Canoe; Marine Mechanics & Electrics; Cruising Under Power; Craft of Sail; Coastal Cruising Seamanship; Sailing with "Pride II". Wooden Boat School, Brooklin, ME, (207) 359-4651.

Coastal Kayak Lesson, June 23. L.L. Bean, Freeport, ME, (800) 341-4341 XT 7800.

Wooden Boat 12 Meter Regatta, June 25. Wooden Boat Show, Newport, RI, (207) 359-4651.

Wooden Boat Show, June 25-27. "Wooden Boat" magazine, Brooklin, ME, (207) 359-4651.

Shake-A-Leg Wall Street Challenge Cup, June 25-27. Shake-A-Leg, Newport, RI, (401) 849-8898.

Whitewater Canoe Paddling Weekend, June 25-27. L.L. Bean, Freeport, ME, (800) 341-4341 XT 7800.

Lapstrake Skiff Building Course, June 25-27. South Street Seaport, New York, NY, (212) 669-9416.

No Octane Regatta, June 26. Adirondack Museum, Blue Mountain Lake, NY, (518) 352-7311.

WOOD Regatta, June 26. Wooden Boat Show, Newport, RI, (207) 359-4651.

Basset's Island Open Water Rowing Regatta, June 26. Russ Tarbell, 281 Barlow's Landing Rd., Pocasset, MA 02559.

4th Annual Antique & Classic Boat Show, June 26-27. Havre de Grace Maritime Museum, Havre de Grace, MD, (410) 939-2155.

Coastal Kayaking Lesson, June 27. L.L. Bean, Freeport, ME, (800) 341-4341 XT 7800.

Viking Longboat Replica Visit, June 27. Hudson River Maritime Museum, Kingston, NY, (914) 338-0071.

Finlandia Clean Water Challenge, June 27-August 2. American Canoe Association, Springfield, VA, (703) 451-0141.


Wooden Boat School Courses, June 27-July 3: Fundamentals of Boatbuilding; Fine Woodstrip Construction; Building Half Models; Elements of Seamanship; Craft of Sail; Coastal Cruising Seamanship. Wooden Boat School, Brooklin, ME, (207) 359-4651.

Build a St. Lawrence Skiff Model, June 28-July 2. Antique Boat Museum, Clayton, NY, (315) 686-4104.

Tandem Canoe Instruction, June 30. L.L. Bean, Freeport, ME, (800) 341-4341 XT 7800.

Canoe Expedition to Russia, June 30-July 10. Scansport, Enfield, NH, (603) 632-7654.

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BIRTHPLACE OF THE AMERICAN NAVY

I must now defend my description of Whitehall, NY, on the Champlain Canal, in my article "Three Generations in a Canalboat" in the January 15th issue since reader Fred Browning took exception to it in his letter in the March 15th issue, claiming that title for his native Beverly, Massachusetts.

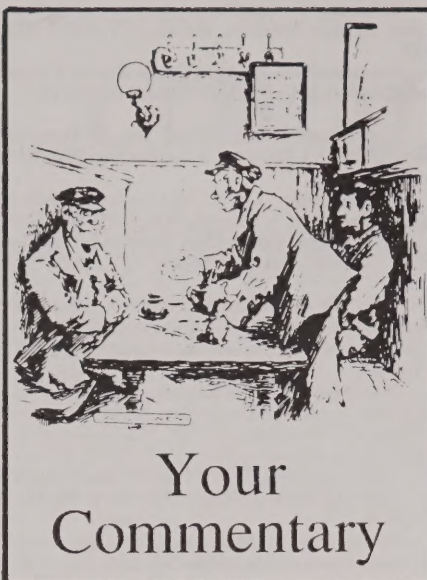
A booklet published by the New York State Department of Transportation describing the New York state canals states: "Whitehall, northern end of the Champlain Canal, is known as the birthplace of the U.S. Navy. The waterside Skenesborough Museum offers exhibits of the first ship built for the U.S. Navy."

The Collar City Charters brochure mentions historic places to visit, including: "The birthplace of the U.S. Navy in Whitehall."

And there is also a brochure describing all aspects of Whitehall, on the front page of which is boldly stated: "Birthplace of the American Navy". It further states that: "It's harbor was important in the first aggressive action of the Revolution in New York state, May 9, 1775, when Benedict Arnold's men took possession of a schooner which became the first ship of the United States Navy, and where the first United States ships were constructed in the summer of 1776." This brochure's final conclusion states that: "While other places make a similar claim to being the birthplace of the United States Navy, the dates in Whitehall's history prove our claim."

I leave disputes of history to more knowledgeable persons but did wish to support my reasons for describing Whitehall as the birthplace of the U.S. Navy in my article.

Nancy Jerome, Waitsfield, VT.



Your Commentary

UP TO MY ELBOWS

Been busy on the winter maintenance crew for the Hudson River sloop "Clearwater". The ice went out of the Esopus Creek, her winter berth, late in March. The spring crew arrived, as has her new topmast from Washington state. Soon it'll be up there, 108' above the deck.

At home meanwhile I have two Tursiops sea kayaks and a Swampscott dory to get launched, a lobsterboat to sell (see classified ads), and a 32' Atkins ketch to restore. It's spring-time and I'm up to my elbows in projects again, and couldn't be happier!

Chris Mullen, Denver, NY.

RIVERS SERIES FASCINATING

In contrast to reader Joseph Spalding's views in the March 15th "Your Commentary", I have found the series on rowing New England rivers fascinating, and have read every installment. I also happen to have enjoyed the "Rowing to Bangor" article in that issue. In the early '20's my dad and a friend took two sailing canoes from Lynn, Massachusetts, to Belgrade, Maine, via Brunswick and Augusta.

Stuart Downing, N. Reading, MA.

LOOKING FOR POTTERS

I am trying to find other West Wight Potter owners or sailors in southeastern Pennsylvania, southern New Jersey, Delaware and Maryland. Please call or drop me a note.

Ron Magen, 433 Maple Ave., North Hills, PA 19038, (215) 885-5629.

A BONUS

I recently picked up molds and patterns for a Gloucester Gull dory and as a bonus I got a few copies of your magazine. I am so happy to find such an informative and just all round magazine about small boats.

Joseph Koshf, Millis, MA.

THANKS FOR SUBSCRIBER STORIES

This is a letter of appreciation for John Welsford's article, "Rogue...a Weekend Interlude" in the March 15th issue, and to you for printing the many articles submitted by your subscribers. They keep the magazine lively, informative and entertaining.

What I liked about John Welsford's article was that it addressed most of us who read "Messing About in Boats". Pride in one's boat, knowledge of her capabilities, familiarity with wind and water, combined with good seamanship are what small boat adventuring is all about, regardless of budget or pedigree.

Mr. Welsford, thanks for sharing your weekend interlude and private cove with us and for so skillfully evoking such pleasant, palpable images. While I doubt I'll ever set foot on the beach in Garden Cove or play the tide in Motuihi Channel, I almost feel as if I've been there.

Roger Rodibaugh, Lafayette, IN.

ON MOTORED BOATS

I have a 12' aluminum canoe which was salvaged from the trash. I patched up the holes with epoxy and fiberglass, and it looks like I'll have to do some of it over this Spring as it didn't seem to adhere in some places. I bolted a 2x4 across the stern and mounted a 2hp motor on it (I hate paddling) and am mounting a pair of retractable bicycle wheels on either side at the midpoint the make the three block hike from my apartment to the Charles River easier.

I now have a 4hp motor which, despite rebuilding the recoil starter four times, still wouldn't start, so I took a cordless drill mated to the appropriate socket and cranked it over via the flywheel nut. It started right up and started easily thereafter with the recoil starter.

I am looking forward to another season of cruising the River Chuck and other waters.

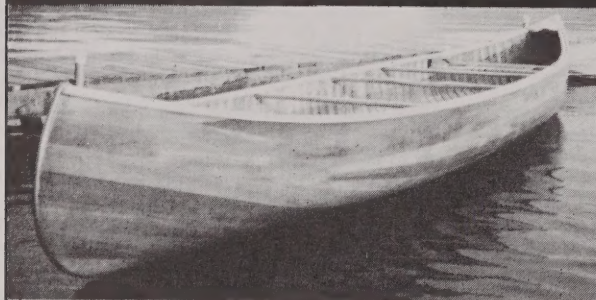
George Rogers, Cambridge, MA.

VINEGAR CLEANUP

I suggest to your readers using epoxy resin that they clean up afterwards with plain white vinegar. It will remove uncured epoxy from your skin and tools, and even clean up brushes so they can be used again. Clean them as you would in thinner, then wash them out in soap and water and set out to dry. Good as new!

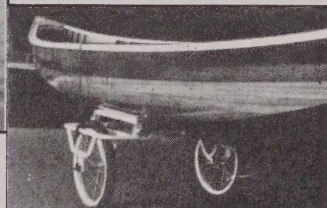
John Howell, Ventura, CA.

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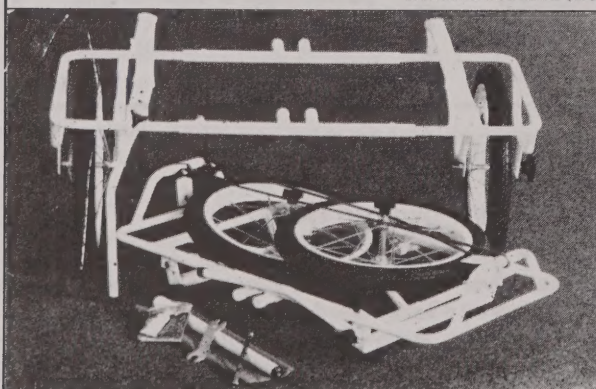
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PFD CORRECTION

In the March 1st issue the Coast Guard Auxiliary article regarding PFD requirements was fundamentally incorrect. The 1993 regulations for PFD's are that ANY vessel of ANY size must have a wearable PFD for every occupant **READILY ACCESSIBLE!**

This rule includes all vessels, kayaks, dinghies, rowboats, inflatables, sailboards, etc. **READILY ACCESSIBLE** means handy. Having one stowed in the stowage compartment of a jet ski is not considered readily accessible for that vessel. Likewise, having to rummage through a locker in your sailboat to get them will also get you a citation. You may have the jackets stowed in a locker but you'd better be able to open it and lay your hands on them directly and pronto. Also, if you are fastidious and like to keep the PFD's nicely protected in the plastic wrappers they come in you will earn a citation. These are

not considered readily accessible.

This rule is a good one and considered vital by the Coast Guard. The vast majority of boating fatalities occur in boats of 16' or less. The vast majority of these fatalities were drownings and over 2/3rds of these were men found with their flies open! Either we have an overly aggressive mermaid population or we need to rethink our waste disposal methods!

Other rules of note boaters should keep in mind: The required "Oil Dumping" placard which must be displayed on a vessel of 26' or more must be accompanied by a "Garbage Dumping" placard which enumerates the distances offshore at which certain wastes become dumpable overboard. Not having one will get you a citation. And, vessels over 40' which have made an offshore passage must have a **WRITTEN** waste management plan!

A station license is mandatory for a VHF,

or you face a fine of up to \$10,000. This citation can be presented by the Coast Guard, it does not require FCC involvement. And if you are to be docking or operating in foreign waters, Canada, Mexico, etc., you are supposed to have a radio operator's license. Channel 70 is no longer available as a communication channel for recreational craft. Channels 9, 68, 71 and 78 can be used for ship to shore or ship to ship. Channel 72 is for ship to ship only. Channel 16 is for emergency or hailing only, as always.

Remember, the **OPERATOR** of the boat in violation gets the citation, not the **OWNER**. If you borrow or charter, you would do well to check for licenses, PFD's, waste systems, etc, which if found to be in violation would make you personally liable.

James Michaud, Squadron Education Officer, Green Bay Power Squadron, Green Bay, WI.

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A Coastal Trip Under Steam

"Walter & Edgar" Steams from Mystic Seaport to Old Saybrook
& Up the Connecticut River to Portland

By Sharon Brown

The morning of Monday, September 14, dawned warm, somewhat misty, and more importantly, as I looked out over Fisher's Island Sound, calm. With a sense of excitement I grabbed bottled water and a snack, and left home in a hurry. "Be at Shipyard by 7:00 a.m., or we'll leave without you," George had warned the evening before.

I was going on a unique adventure, a day long delivery of the 30-foot steam launch, "Walter & Edgar", back to her home port of Portland, Connecticut about 30 miles up the east side of the Connecticut River. Built in Bath, Maine for the Bath Iron Works in 1892, the "Walter & Edgar" celebrated her one hundredth year by spending part of the summer at Mystic Seaport Museum. She was displayed on the water and participated in the Antique and Classic Boat Rendezvous in July, the Antique Marine Engine Exposition in August and the day before, Sunday the 13th, finished her last gig as part of Photo Weekend with her operator, engineer George King, III in white shirt, black suit and tie, tipping his bowler to photographers.

Owner Terry Spencer of Bloomfield, Connecticut, named the boat after his father, Edgar Spencer, Jr. and Edgar's best friend, Walter. The hull was restored over a two year period in the early eighties ("Wooden Boat" No. 63, 1985), and she was re-launched in July of 1984. Planking is Eastern white cedar; the sheer strake, frames, and coaming are white oak and the deck is cypress. Her lines are sweet. The stem is almost plumb, the bow sharp, and the beam only 7 feet. The sheer sweeps up in the bow and runs aft picking up slightly again at the fantail stem. The oval coaming of the open cockpit complements the deck and sheer. The "Walter & Edgar" is a pleasure to look at coming and going, but the best vantage point is from her aft deck looking to the wake which swells in waves just beyond her stern, evidence of the 2 foot propeller rotating below.

When I arrived at the dock, heat waves were shimmering from her boiler stack, George's briefcase and coffee mug were aboard, and numbered cardboard boxes heaped with coal lined the forward cockpit bench. Dressed in

jeans, blue shirt, dark cap, and black boots, George viewed my shorts and white topsiders with skepticism and a grunt. Mike Breen, a steam neophyte under its spell playing hooky from work, and also in jeans, and Donna Kelly, from the Museum's Paintshop in her painting clothes and flip flops, rounded out the crew.

We cast off the lines, George took the helm, gave some preliminary directions to Mike about the fire, and headed to the Route 1 bascule bridge, which opened on schedule at 7:15 a.m. setting us free. We gave a loud, watery whistle salute to the bridge tender and waved goodbye. This was a familiar scene to George at his job as engineer aboard the museum's 1908 coal fired passenger steamboat, "Sabino", but the last time in 1992 that he would pass this way on the "Walter & Edgar".

With a clearance of 9 1/2 feet, we didn't have to wait on the Amtrak bridge to swing open, and passed quietly under. The learning pace accelerated. Donna was instructed at the helm, "right ahead, left behind" or push the lever to come right, pull to come left. "Walter & Edgar's" hull only draws 2 1/2 feet but we planned to navigate by the chart, buoy to buoy for safety reasons and also for the fun of it. George checked Eldridge and we were to have a favorable flood tide west on the Sound all the way to the mouth of the Connecticut River. And on time trials from Mystic to New London "Walter & Edgar" burned one whiskey box of fuel, or he calculated, about 20 pounds of coal per hour.

As we wound down the channel, George pointed out the site of the old Palmer Brothers middle shipyard, currently the UConn Marine Biology Lab. This building was once the machine shop of James H. Paine & Son, who moved in 1903 from Boston to Noank. It was here that Sabino's 75 h.p. Paine compound steam engine was built in 1908. At 7:44 a.m. the spindle at the entrance to the Mystic River was on starboard and we had traveled three miles from Mystic Seaport, at a speed of about 6 knots. At 336 r.p.m. she would normally make about 7 knots but she was carrying extra ballast in the form of 600 pounds of bituminous coal.

Off Groton Long Point near nun 22 we stopped for our first clearing of the hot well which, apparently plugged with sponge fibers, threatened to reach the point of overflow. While George extracted wrenches from his briefcase and went to work on clearing the check valves between the water pump and the boiler, and between the hot well and pump, he showed us how to oil the engine parts, and the location of all the linkages and myriad little oil ports, a job which Donna performed with enthusiasm. We were suspended on a flat calm surface. There was a low dark line of fog to the west beyond Avery Point, but the sun was rising bright, and fishermen were on the move back to port, giving us the long stare as they raced by.

The "Walter & Edgar" is powered by a 3 1/2 & 7 1/2 x 5 1/4 compound steam engine built by William Lowe of Owls Head, Maine in 1988. The engine develops 20 h.p. at 160 p.s.i., the safety valve lifts at 180 p.s.i., and she can run as low as 50 p.s.i. She has a Simple vertical fire tube boiler with 80 square feet of heating surface, and a right hand 24" x 48" propeller. The burning of soft coal, as George explained, is a two part process. The volatile gases burn off first, leaving the fixed carbon or coke, and the fireman's job is to balance the two processes, keeping both components burning at the same rate efficiently. When the pressure gauge falls below 100 p.s.i., Mike should rake the fire level to break the lumps and get the ashes through the grate, then add "green" coal. It's trash to energy, the coals burning yellow, soot and water vapor down wind, and all eyes forward as "I'll be right back."

Nuns 24 and 26 receded from sight and on we pressed down the Sound leaving a spreading V-wake on a mirror surface. We cut aft of a Cross Sound Ferry, steering into its wake, and at the approach to the mouth of the Thames River, the warmth of the rising sun burnt off the last of the fog. Barring unforeseen trouble it was apparent that we'd have a clear shot to the Connecticut River.

We settled into a routine, stopping periodically to clear the hot well and oil the linkages, passing familiar landmarks of Ocean

Beach, Millstone Power Plant, and Black Point repeatedly checking the chart and scanning the horizon for the next navigation buoy. Mike shoveled coal, raked, and twisted valves in gloved hands, releasing steam into the stack to increase draft, thus balancing the rate of combustion. We swung wide to avoid the highest point of Hatchett Reef and stood wide to the west to clear Griswold Point and catch the river entrance between the Saybrook light on Lynde Point off Fenwick and the end of the breakwater opposite.

I don't know what thoughts George had about his shipmates, his motley green crew, but he expressed doubts about my eyesight and compass course on our approach to the mouth of the Connecticut when unable to see the buoy he was sighting, I aimed for the wrong one. No harm done except to my pride, I corrected course to coincide with the main channel which runs between two stone breakwaters. Even Dutch explorer Captain Adrian Block, the first European to "discover" the river, complained about the shifting sandbar at the narrow opening which he first entered in 1614.

At about 10:45 a.m., on box 5 of the fuel, we stopped at a marina on the west side. The "Walter & Edgar" was a wooden novelty from another life tied alongside this modern fueling dock, like a caisson breakwater protecting fingerpiers burdened with a fleet of large expensively adorned plastic cruisers, no one in sight. "Walter & Edgar's" crew trooped out beyond the locked gate to the heads located in surroundings incongruous with our sun burnt faces, squinting eyes, and soot smudged clothing. Back at the dock we purchased an outrageously priced chart of the lower reaches of the river, topped off the water tank, slopped on more sun screen, filled cups at the coffee pot and cast off, glad to escape back to the rhythm of the voyage. We soon cleared the Amtrak bridge and the I95 Baldwin bridge with the sound of cars and construction high above us on the span. The contrast between the frenzied roar overhead, and our peaceful, inexorable progress was stark.

The riverside is quite pastoral from this point on, its wooded banks belying the fact that seventeen dams across its banks contributed to the near eradication of its once "fabulously abundant" runs of anadromous fish, in particular Atlantic salmon and shad, and its once pristine waters have only become a renewed possibility since legislation of the early 1970s. It still carries sewage of upstream communities. The environmental clean up and use of the river and its tributaries is now of prime concern to organizations such as the Connecticut River Watershed Council and Hartford's Riverfront Recapture Inc.

The Connecticut River is the largest and longest in New England, stretching 410 miles through four states from its origin in the Fourth Connecticut Lake on the New Hampshire/Quebec border, falling about 1,600 feet in elevation to its mouth, and draining an area of approximately 11,260 square miles. Leaving aside the river's importance in the history, development, literature and art of New England and the significance of its role in the industrial revolution and agricultural fertility of communities in its flood plain, it evokes memories of simple pleasures when traveling on it.

I turned around to look at the entrance to Hamburg Cove and thought of friends who gunkhole there bumping up into the reeds in the shallows to watch birds. Thoughts of the frostbite series in Essex, the Connecticut River Oar and Paddle Club's rowing gig "Current", Blue Jays sailing at Pettipaug, kids fishing from a rock



The author at the helm and Mike vigilant at the fire and boiler, our big smiles attest to the pure fun of maritime travel by steam.

outcropping as we passed on a sightseeing vessel, proud teenagers rowing skiffs they built before a backdrop of the Hartford skyline, and recreational boaters streaking past the balcony of the Goodspeed Opera House all came to mind.

I remembered my first look at the river up close, standing on the bank on Dartmouth's Hanover, New Hampshire campus by the boathouse reading a plaque about John Ledyard who built a canoe and paddled to Hartford in 1773, the start of a maritime adventure that eventually led to his sailing around the world with Captain Cook. The river offers a rich variety of opportunities epitomized for me in birding for eagles, shad bakes, and lazy afternoons exploring.

Heading north, we passed landmarks such as the landing at Deep River where the Valley Railroad steam train stops, the Chester/Hadlyme ferry, Gillette's Castle, and the turnstile bridge at East Haddam. There was very little traffic, a perfect season to explore. And by steam, everyone can participate. Steam is hands on,

interactive, and the rhythm of the coal is part of the experience. Even the clogged wet well valves were incorporated into our routine, a pause to oil the lifters, talk, listen, and take in the scenery. Once past the Connecticut Yankee plant at Haddam Neck we were on the home stretch. Just north of here Jarvis Barton passed us in "Fire One", his beautifully restored 38-foot Chris Craft commuter built in 1929. A younger sister to "Walter & Edgar", she was the only other vintage boat to share the channel.

The prohibitive cost of the chart might cause some boaters to risk passage without one. And aside from the strict necessity of staying in the channel, or avoiding "hard water", the most obvious other danger to small boat travel on the river is traffic, and in our case, inconsiderate powerboaters who ignore the law, and the damage their wakes may cause. Each time one of these fiends passed we turned bow into the waves. One fellow thundered by twice, leaving us at the mercy of his wake, and angry. You're in a state of incredulity yelling a warning to your shipmates and have your hands full steering into the offending wall while hanging on.

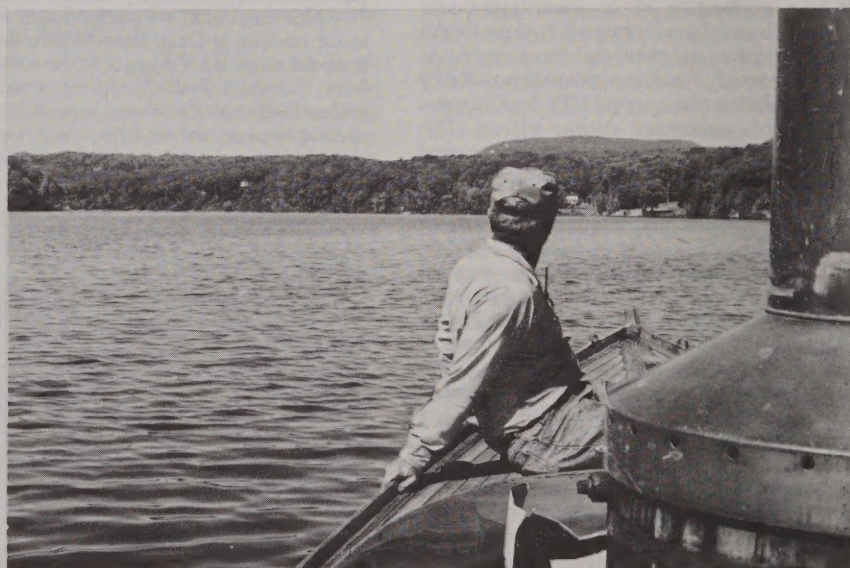
Before we realized it we were through the narrow cut called The Straits, past Bodkin Rock Light on the east which marks the entrance to the narrow downward passage, and hearing Middletown road traffic from the west side of the channel which signaled the end of our journey, and we steered toward her home slip.

We arrived at Portland Boat Works at 2:30 p.m., but caught off guard, Mike had a good fire going, and we had to circle around for 15 minutes ejecting hot coals and using up steam to cool the firebox and boiler before coming into the slip. We were on box 7 and had used less than two boxes on the river. The 45 mile trip took six hours and forty-five minutes, and "Walter & Edgar" averaged just over 6.5 knots for the voyage. A job well done.

We set to work cleaning up the boat, offloading gear into George's car and vacuuming and washing down the cockpit and deck. As we stood on the bank overlooking her slip, the "Walter & Edgar" looked poised for another adventure. When we turned our backs and got into the car for the ride back to Mystic it was as though a curtain closed the scene. We engaged in animated conversation concerning steam all the way back, the only reminders of our trip in a one hundred year old steam launch, a pleasant tired feeling, black smudges, and the desire for more.

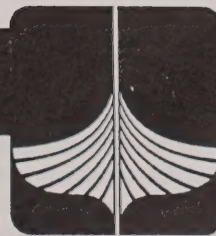


The "Walter & Edgar's" stern wake swells aft as she heads south out of the Mystic River before eight o'clock on a September morning, the dew still covering her cypress decks.



From top left: Socket wrench in hand, George King clears the hot well check valves, the first of what became a ritual during the six hour trip. The helmsman and navigator, Donna Kelly, and George debate our location on the Connecticut River chart. George and Mike Breen confer over some fine point of steam power while cruising up river. Having settled the subject, George relaxes on the foredeck while keeping an eye on the channel ahead. Fireman Mike rakes the coals in the firebox separating coke from ash before adding another shovelful of green coal, a job he eagerly performed for the entire trip.

The 1993 Wooden Boat Show



These exhibitors had signed up by March of 1993:

3M

A. Jacobson Marine Antiques
Alden Ocean Shells-Martin Marine
American Traders Classic Canoes
Antique & Classic Boat Society
Antique ToolWear
Antonio Dias/MDC
Apollo Sprayers
Arey's Pond Boatyard
Armchair Sailor
Atlantic Challenge/ Apprenticeshop of Nobleboro
B&B Yacht Designs
Bay Built Ship Models
Benford Design Group
Bluejacket/Laughing Whale
Boatlife Inc
Boyd's Boatyard
Brenton Supply Inc
Brewer Banner Designs
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Cape Ann Marine Industries
Captain G.W. Full & Associates, Inc
Cedar Creek Canoe
Center Harbor Rigging
Chesapeake Marine Fasteners
Clark Sailmakers, Inc.
Coastal Cold-Molding Inc.
Coastal Trade Inc dba Epifanes USA
Columbia Trading Co. Nautical Books
Common Sense Designs
Concordia Co. Inc.
Connecticut River Bookshop
Covey Island Boatworks
Cruisers' Guide Videos
D.P.Cooper Boat Building
Deep Six Marine
Devlin Designing Boatbuilders
Dodson Boatyard Inc.
Douglas Penn Books
Dumas Products, Inc
Edson International
Ellsworth Rice
Eric C. Risch Designs
European Custom Yachts Ltd.
Feather Canoes
Fein Power Tools
Fine Woodworking/Taunton Press
Frank Weeks Yacht Yard
Gannon & Benjamin Marine Railway
Gardiner Marine
GarWood Boat Co. Inc.
Grand Mesa Boatworks
H & H Boatworks Inc.
Hadden & Stevens
Handi Disc
Hansen Marine Engineering
Harbor Sales Company, Inc.
Heritage Marine Insurance
Herreshoff Marine Museum
Hogtown Bayou Boatworks
Holloway Boatbuilding
Honey Pot Canoe Co
Howland & Co.
Interlux Yacht Finishes
JAB Marine
Jamestown Distributors
Joseph Paul Uranker, Woodcarver
Ken's Boat Shop
L J Harri Nautical Booksellers
Landing School
Laughing Loon Custom Canoes & Kayaks
Lie-Nielsen Toolworks
Lowell's Boat Shop
Lucky G Farms
Maine Maritime Academy
Maine Maritime Museum Apprenticeshop
Makita USA

Manchester Marine
Manchester Sailmakers
Marco Polo, Inc.
Marine Trader Hardware Sales Ltd.
Mark Sutherland Ship Models
Martin Walter Co, Inc.
McClave, Philbrick & Giblin
Mesa Vista Design
Messing About In Boats
Middle Path Boats
Mobile Marine
Moon Hoax Designs
Museum of Yachting
Nantucket Yachts
Narragansett Shipwrights Inc
Nautical Nook
New England Rigging & Knotworks
North River Boat Works
O'Connell's Wooden Boat Shop
Oldport Marine Services, Inc.
Owl Brook Boat Works
Pacific Shipwrights Inc
Pease Boatworks
Pert Lowell Co. Inc.
Petit Paint Co/Div of Kop-Coat, Inc
Power Tiel
ProblemSolvers
P/V 18' Lyman
P/V "Hawk"
P/V "Lady Patricia"
P/V "Seaweed"
R B Industries, Inc
Redd's Pond Boatyard
Reynolds Marine
Richard S. Pulsifer, Boatbuilder
Rob Wadleigh
Robert Bosch Power Tool Co
Ross Bandmill
Rumery's Boat Yard
S/V "1911 Alden Corinthian One
S/V "Free Spirit"
S/V "Jester"
S/V "Pleiades", Charters
SO-DU-IT!
Sandeze Abrasives
Shannon Yachts
Shaw & Tenney
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South Cove Boat Shop
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South Street Seaport Museum
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Teton River Canoe Co.
The Artisans School
The Canoe Works
The Dock Shop
The Evolution Company, Inc
The Sailbag Lady
The Traditional Small Craft Association Inc.
The Whale's Tale/Harwich Clock
True Quarter Sawm Lumber
US Paint Corp
Victory Boat Co
WEST System® Products
Water Power Products
Welling Boat Co
William Clements, boat builder
WindHorse Marine
Windmill Class
Wood Boats, Inc
WoodenBoat Publications

Newport Yachting Center,
Newport, Rhode Island
Friday, June 25 through
Sunday, June 27 – 10 to 6 daily
Pay one admission –
\$7.50 for all three days
of the show!
Children under 12 free

Plus

The W.O.O.D. Regatta, the WoodenBoat 12-Meter Regatta, and the Regatta basin with a representative boat from each class on display
Children's Boatbuilding Area
The marlinspike artist – Barbara Merry
Mac McCarthy teaching seat caning
Fancy ropework by Susan Manning
Use and maintenance of tools by Sam Manning
Cardboard boatbuilding with Sam Manning
Rigging by Brion Toss
Portable sawmill demos
Boatbuilding Demonstration tent, with ongoing demos of different techniques such as plank-on-frame, plywood construction, stitch-and-glue
Multihull seaworthiness by Dick Newick
Carving by Buck Smith
Oar-making by Frank Shinko
Shellback construction with Skip Green

and the Boats!

Several very special "Show Boats" – we'll identify them in May!
The oldest John Alden design still in active use today
The Singlehanded Transatlantic Racer "Jester"
"The Perfect Skiff"
A newly restored 50' Elco cruiser
The perfectly maintained fresh-water powerboats from the Antique and Classic Boat Society
Phil Weld's multihull "Moxie"
"The Buffalo Ferry"
Sailing and power yachts of all descriptions
Daysailers Launches
Canoes Kayaks
Whitehalls Skiffs
Ultralights

There's Something
for Everyone
at the 1993
WoodenBoat Show!

W.O.O.D. Regatta sponsored by
Interlux Yacht Finishes
Children's Boatbuilding Area sponsored by
Interlux Yacht Finishes
Show Boat sponsored by MasterCard
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Show Boat sponsored by 3M Co

Maryland's Eastern Shore! Even with a light rain falling, coming off Memorial Bridge was like entering a better, cleaner world. Within 30 minutes I turned off Route 50 at Easton for Route 322 and shortly thereafter made another course change on to Route 333, the route into Oxford. Then the rain stopped. Just before I entered Oxford the sun came out! It would shine beautifully for the next five days.

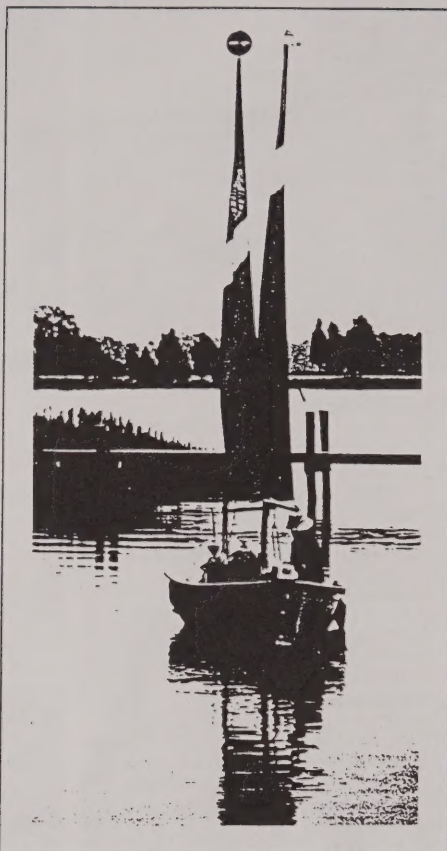
My arrival at Oxford on May 18, 1992 at 10:00 a.m. was no accident. This camp cruise had been in the mind of Dick Shepherd of Cincinnati, Ohio, for years. He broke down my resistance a year earlier and then through the *String of Pearls*, an owner's newsletter devoted to Marine Concepts Sea Pearl 21, several others became interested. Arriving from Florida were Bud and Rhoda Tritschler and Doug Alexander; Dale Melan from Pennsylvania, Dick Shepherd and the *Carpenter's Kit* from Ohio and from New York, Andre Venables and his *Zoa*. Michigan brought Chubb White with his Sea Pearl 28 and crew, Bob Harrington, and myself.

Oxford is a small town built along the Tred Avon River and Town Creek. I was looking for the Cutts & Case Boatyard and the municipal launching ramp. I drove in ever diminishing circles until a kindly townsman pointed out the street I was missing. I entered the drive to Cutts & Case and found Bud there. From that point he, Chubb, Doug and Dick quickly helped me load, rig and launch the *Gottabe*, my SP-21. The launching ramp on Town Creek is separated from Cutts & Case Boatyard by a short distance; Dick got in the boat and as it came off the trailer, motored over to the basin that Ed Cutts had so generously allowed us to use.

I parked the pickup and trailer in space also provided by Ed and walked down to the Basin to meet Rhoda, Andre and Dale. Bob, who I have sailed with before, was out on the water. I was a bit early but still the last to arrive. Ed was on the docks talking to some of our group. The conversation came around to the Boatyard and the Basin. Ed told us about his house located at the yard and which looks out on the Basin. It was built in 1695 and is one of the three oldest houses on the Eastern Shore. He invited us to tour the house which would put many naval museums to shame. Displayed there were beautiful ship half models, many of ships built in the Cutts & Case Boatyard. Ed was a protege of L. Francis Herreshoff and his home shelters mementos of L. Francis's work, 10

The Chesapeake Bay in May

By Richard J. Dix



including the last drawing that he made. Ed is clearly a force in his profession and has accumulated a wealth of experience and wisdom. He is also a born story teller. While on our tour he showed us the kitchen now located where the stable was in earlier times. The original ceiling beams are still in place. Ed pointed out where the beams had been worn by the actions of the animals and where notches had been worn in two parallel beams. With a straight face he said the notches were made by the ears of the mule stabled there! Ed, I believe the rest of your stories, forgive me if I question that one.

After Ed's tour, several of us walked to the Town Creek Restaurant for crab cakes, a delicacy for which the area is justly famous. Then, finally, to the water. Confusion! As the others had been together for a day or more before I got there I assumed they all knew where the evening anchorage would be; I was to find out quickly that this was not the case. Andre had declined lunch and was sailing on the Tred Avon, waiting for us. Bud and Rhoda were the next out with Bob, Dale, and myself close behind. The wind was brisk but wave height was

negligible. We were sailing with the wind pretty much off our starboard beam and moving nicely when we realized that Dick and Doug were missing. Andre and I hove to and Bud and Rhoda came along side, quickly joined by Dale and Bob. After mulling the situation over for awhile, we agreed we would gather in Irish Creek for the night and that Andre and I would return to Oxford to determine what happened to our missing sailors.

We dropped anchor off the mouth of Town Creek and finally came to the conclusion that the missing 21s were going to stay in the Basin. We were aware that Chubb's 28 had already headed up the Tred Avon so we knew he and his crew had a different destination in mind. Andre and I then raised anchor, tightened the sheets and bore off down river to find the others.

It is easy to say we will anchor together at a given spot but the trick is to find the spot the other boats have selected. I had two turns on my main and I think Andre was sailing with no reefs but his skill in handling his boat is such that we sailed side by side for well over half an hour. After clearing Benoni Point we altered course and worked our way along the shoreline, staying about a quarter mile off shore until we could enter the mouth of Irish Creek. Shortly thereafter we spotted the masts of the three other Pearls. The anchorage that our fellow sailors had selected was excellent. Andre and I dropped our anchors in proximity to the others and we discussed the day's sail. Dale had been under the impression that this was only going to be a day sail and had not brought his food on board. Dale's dilemma was solved when Bud and Rhoda invited him to share their evening meal; the rest of us got our stoves going as well.

Have you noticed that after a good day on the water, after a warm meal and time to relax, that the eye lids get heavy earlier than they do at home? We broke up the raft around 9:00 p.m. to anchor apart for the evening. This early in the season the mosquito problem was nearly non existent. Gnats found their way to the lights but they at least did not bite. The day had been delightful, in the low 70's, but as night came on the temperature headed for the low 40's. I had brought a light blanket to use with my summer weight sleeping bag but I had left it in my pickup, thinking I wouldn't need it. I did. I started to consider what I had on board that would provide some extra warmth when I

remembered my light canvas awning. It was close at hand so I folded it double and put it over my sleeping bag. Perfect; within minutes I was sleeping like a baby.

A predicted front moved in during the early morning and the wind quickly picked up velocity. We all decided to sail back to the Basin and select our next destination from there. Bud and Rhoda quickly finished their breakfast and were first to get underway; the rest of us slowpokes were just getting started. I invited Dale to raft up with me for breakfast. After cleanup and while preparing to leave, we could see that we would be dealing with much stronger winds than we had experienced the day before. I put four turns on the main and two on the mizzen; it was all the sail area that I wanted to show for the conditions.

We were quickly made aware that the wave action was not like the day before when we were going downhill; today we were going uphill, close hauled all the way. There is a point where you have to fly enough sail to move the boat through the wind and waves and accept the angle of heel this develops. The other side of the coin is to keep the decks relatively dry but not move. The latter is usually my choice except today I was getting wet and still not moving. Dale and I formed the rear guard and I think everybody had their foul weather gear on. I had planned on sailing a long board to get into calmer water before tacking and then sailing short boards the rest of the way into Town Creek. It was a good plan but I finally decided to work the full width of the river. With the wind blowing a good 15 plus knots and gusting, I found myself slowing down; the leeboard was dragging in shallow sand and I was way too close to the rocky seawall. If I raised the leeboard high enough to clear the bottom I didn't think it would have enough purchase to allow me to tack and it looked like I had room for only one chance before I was going to be on the beach. I elected to jibe and that maneuver came off well. As I was sailing into deeper water I saw with concern that Dale was about to repeat my mistake. I yelled to him but the wind made it impossible for him to hear. As I gained the far shore I looked back and I saw that Dale's boat was grounded dangerously close to the rocks. I hove to and got out the glasses. Dale had the anchor out and was taking in his sails. I sailed back until I was just off the sands, headed up and dropped anchor. Dale had got in the sands and when he

attempted to start his motor the shear pin had failed. I had an extra pin with me so we could effect a repair. It was so shallow that Dale simply jumped off his boat, took up the anchor and carried it out until the water deepened, pulling the boat behind him. While in the water he took off the motor and carried it on board. His Evinrude is a model year newer than my Johnson and even though both are 4 hp my shear pin was smaller in diameter and longer. I had a few tools with me which Dale used to shorten the pin. He reattached the motor and all was well. As we were close to Town Creek and the course was dead into the wind he elected to motor. I started to sail in but by this time progress was so painfully slow that I took in my sails and also motored.

We decided that crab cakes for a late lunch sounded good and started for the restaurant. Ed and his crew were hauling out a beautiful Alden sloop and we stopped to watch experts at work. Harrington asked a question about a building method which Ed developed running a Kevlar cord in a groove between double planking (WoodenBoat No. 78, pp. 30-38). The answer was involved and we soon found ourselves inside the shop being shown other aspects of the yards work. We got our crab cakes but for supper. We decided we would stay in the Basin that night and we were getting smarter; we fixed St. Michaels as our destination for the next day.

Dick and Doug had retained rooms at the Morris House in Oxford and invited us over for the evening to discuss how things were progressing. We took them up on the offer and spent a pleasant evening swapping sailing adventures, present and past. It is unfortunate that Dick Shepherd, the man who had been the driving force behind this cruise, had not recovered sufficiently from a January operation to allow him to camp cruise. I think that he got in as much sailing as the rest of us but confined it to day sails out of the Basin. Doug elected to sail in Dick's company. After a pleasant evening, Dick drove us back to the Basin and we turned in for the night.

We had breakfast at the Yardarm Restaurant and were underway shortly after 9:00 a.m. with a gentle sea and a good breeze. It was a beautiful day and a welcome sight to see the other Pearls gliding over the water. I took a couple of pictures of Andre's *Zoa*. I wanted to get a shot of Dale's boat but I couldn't draw even with him. I caught Dale's eye and

asked him to luff his main until I got ahead of him so that I could get his picture. I told him it was an old racer's ploy to get ahead. He complied and I got in position; Dale hauled in his main and I got the picture. Unfortunately, Dale couldn't get back his speed; as he was slowly falling behind he was accusing me of sabotage.

We were drawing close to the junction of San Domingo and Branch Creeks when we decided that the lee of Hambleton Island would be a good anchorage for lunch. After a welcome break we made ready to continue on. The creeks were getting narrower and as the day wore on the wind had been picking up. It always seems to me that on a narrow waterway the wind seems to always either be in your face or at your back. I wrapped two turns on the main and one on the mizzen, raised anchor and sheeted in the sails. It was a tacking exercise, dealing with gusts all the way. We arrived at St. Michael's public docks and secured the boats but too late to spend any time at the Museum. That was disappointing to me as I have heard from those who have visited it that it is very interesting. We did have time to walk around town and check out the marina on the Miles River.

We left St. Michaels about 6:00 p.m. to find an anchorage. Andre spotted a beautiful little niche which we all agreed was ideal. We discovered that we were encroaching on a pair of swans and their brood. The female quickly took her fleet to protected waters while the male stood guard. Later they decided we were not very threatening and cruised the shoreline past us. What a beautiful sight.

The next morning I was next out after the Tritchlers. I wanted to cruise past Tilghman's Island before sailing to Island Creek, our last anchorage. I had just started out when an owner of one of the beautiful shore front homes walked down to his dock and informed me that the land there was all private and not part of the St. Michaels public area. I listened to him and then told him what a beautiful home he had and what a lovely spot it was where he lived. I also told him that none of us had gone ashore from our anchorage and that we had left the area cleaner than we found it. He softened and wished us all a good cruise.

I was sailing downwind and adjusted the tiller tamer to where the boat sailed a steady course and then leaned back to enjoy the ride. I sailed from day marker 8 to beyond Nelson Island, a distance of about four miles,

touching the tiller only once to steady it from a power boat's wake. I altered course for Tilghman's Island, sailing close enough to take a few pictures of the skipjacks that were in port. The wind deserted me completely at that point so I started the motor. After a short while, a breeze came up out of the NNW and soon was holding steady at somewhat under ten knots. As I was drawing even with Holland Point, the western boundary of Irish Creek, I saw five Pearls under sail. I was quite certain that Bud and Rhoda were still at Tilghman's Island which meant that Dick and Doug had sailed out to find the fleet. It was an interesting exercise, adjusting my course to intercept them. Once together, we entered Irish Creek for a gam.

After solving all the world's problems, we said goodbye to Doug and Dick as they were both leaving early Friday morning. The rest of us departed one by one for Island Creek. I finally decided to sail with one turn on the main and leave the mizzen full. I then settled down to a long board on a port broad reach. Dale left about twenty minutes before me and had put two turns on the main and one on the mizzen. With that difference in sail area it still took over an hour and a half before I was able to catch up with him. We altered course at the "R" 14 light buoy and headed towards Island Creek. As we sailed up the Creek on a dying breeze all we could see before us was a shore line all built up. Good fortune was with us however, for a mile or so further I spotted a cove left in a natural state. We tacked in and dropped anchor.

It was only mid afternoon and the sun was burning down. I rigged the awning and inflated the Sevyar dinghy that I carry. While I was completing these chores Bud and Rhoda sailed in and dropped anchor. Shortly there after, Andre and Bob came in and we were all accounted for. I rowed the dinghy over to Andre's Pearl and he came aboard very carefully for a tour of the fleet before supper. After returning Andre to his boat, he motored along side Dale's boat for him to come onboard. They then rafted up to the *Gottabe* where we put together a potluck supper and shared a bottle of wine as a salute to our last evening together on the water. After Bob had finished his supper he rowed over and joined the raft. Dale remembered that he had some large naval oranges on his boat and he rowed the dinghy over to get them. As he was returning Bob started to laugh so hard

he couldn't tell what was so funny. We looked around and saw that Dale seemed to be settling into the water, moving slower and rowing harder. We could hear air escaping from the dinghy as it started to fold up around him. He made it along side the *Gottabe* and I grabbed the side of the dinghy as he rolled on board. We discovered that Dale had moved an inflatable seat which jarred open the valve of the hull's inside tube. At that time I was unaware that the valves are designed to be pushed down inside the tubes after inflating. It was an avoidable accident and one that Dale accepted with his usual good humor.

A short while later everyone separated and prepared the boats for the night. I read for awhile and, as it wasn't as cold as previous nights, I spent awhile admiring the beautiful clear sky. I had a little trouble getting to sleep, realizing that this was my last night on the water for this cruise. But get to sleep I did and before I knew it, morning had arrived. True to form, Bud and Rhoda were underway before the rest of us had barely started breakfast. We all were going to sail back to Oxford where Bob and I planned to pull our boats out when we got back. Andre and Dale were staying for a while longer. Bud and Rhoda were staying in the area for a sailing weekend with their daughter who would be arriving from Connecticut.

There was just a light breeze from WSW as we left our anchorage which meant we were again faced with a tacking exercise. As we neared the mouth of the Creek the breeze increased slightly but it was still light. We sailed out far enough to clear Bachelor Point south of Oxford on the next tack. Dale had tacked earlier than the others and it looked to me as if he had the right idea so I tacked where he had.

I had added telltails to the sails before this cruise and it was here that their value was made clear to me. The wind clearly favored me over the other boats. I was on a reach and I could hardly believe how far I had to ease the sheets before the telltails told me the sails were drawing efficiently. The sun was back lighting the sails so that I could observe both the leeward and windward telltails. When both were flowing straight back the boat generated its best speed. Bring them in and the leeward telltails fluttered and speed fell off. Ease the sheets and the telltails flowed straight back and speed picked up. When the middle and lower telltails were flowing correctly, the upper ones flowed at a slightly raised angle. They

indicated to me that the mizzen has to be sheeted in tighter than the main with the foot of the mizzen hauled out flatter.

Before we got in the wind fell away and I considered auxiliary power. In fact I did take a few strokes with the oars before the breeze came back. Weak, but it came back. Within another twenty minutes the *Gottabe* nosed into the Basin; I furled the sails and glided up to the dock. As I grabbed a piling to secure my dock lines, pain went through a finger—I had put my hand on a bee! A sharp reminder to pay attention.

Much of the pleasure we experienced came from the hospitality of Ed Cutts and his people. Our gratitude to them will be with us for as long as we have our memories of this cruise.

After a quick lunch with my fellow sailors at the Yardarm, another crab cake sandwich of course, it was time to haul the boat out. With the help of Dale and Andre it didn't take long and the *Gottabe* was on the trailer, ready for the road.

Sea Pearlers seem to be rather independent thinking people and I had been apprehensive if this group would get along, but my concerns were groundless; we parted as if we had known each other for years rather than just a few days. Now was it Canada's North Channel or Kentucky Lake that was receiving the most interest for a cruise for next year?

The Sea Pearl 21

Marine Concept's Sea Pearl 21 is an open 21'x5'6"x6"x2'6" fiberglass boat with lines reminiscent of L. Francis Herreshoff's 19' *Carpenter*. The boat weighs approximately 550 pounds dry. It is available with either leeboards or centerboard; the leeboard model is by far the most common. It is a free standing cat ketch rig with reefing accomplished by rolling the sails on the mast. Out hauls, vang, and single part sheets complete the sail control equipment. Water ballast has been developed for the boat with the water contained in two tanks running fore and aft along each side between the masts. The tanks are now standard on new boats and they can be retrofitted to older Pearls. The tanks when full add approximately 400 pounds of ballast. Floor boards span the 16" space between the tanks and with the flat tops of the tanks create a sizeable level area. A weather proof pram top cabin is available.

I had been wanting to go rowing for some time as it had been months since I had been on the water. Also I wanted to try my oars since shaving them down for the third time. January 12, 1993 was my first chance in the new year and according to the weather reports would be my last chance for another week, at the least. The temperature would be a little on the cool side but not unbearable.

It was high noon when I decided to go and about one pm when I'd located and loaded my gear into the car, hooked up the trailer, etc. Not having lunch yet I stopped at a fast food joint and ate while driving. My destination was Middle Bayou or Armand Bayou as it was renamed some years ago. Armand Bayou has been saved from the developers and left in its natural state and is now a nature center. While the nature center has paths thru it, the best way to see the area is from a boat.

At two pm I'm afloat and adrift while I unleash the oars get the oarlocks in, and get my act together. I head upstream as the tide is going out. This puts me going against wind and tide, but both are light and it will make returning easier when I'll be tired. The sun is shining weakly thru a high thin cloud layer and I soon discover my jacket isn't needed as long as I'm rowing.

After passing under Bay Area Blvd. the sounds of traffic soon fade and it is easy to imagine I am a century in the past. I round a bend and there are five hawks in a tree. Is this a family group? I don't know. They fly away before I get close. There are many wading birds in several varieties. Surprisingly I haven't seen any ducks and the only geese were at the launching ramp where people feed them.

A Winter Row

By David Gulley

Further upstream I see a soccer ball on the shore. It looks out of place. Harshly, it reminds me that this piece of wilderness is surrounded by cities and downtown Houston is only twenty miles away. Continuing upstream I see a bridge over a tributary and later at the point I turn back I hear in the distance the ugly sound of a skilsaw. With the exception of a few aircraft this is the first sound of modern man I've heard since the bridge at Bay Area Blvd., over a mile to the south. I check my map and realize I have gone out of the park some quarter mile. On the way back I often row backward, slowly, so I can see where I'm going and use different muscles for a while. I'll be sore tomorrow.

Arriving at the launching ramp at three-forty-five I decide to stay longer and miss some of the traffic. Besides, it is too nice a day to waste. I continue rowing south around the next bend. Here the bayou widens to about one quarter mile. I bring the oars inboard and put a cushion on the cockpit sole so I can sit and lean back against the forward bulkhead. Ah, that feels so good. For about five minutes. Then I must get up to get my jacket out of the lazarette. It's a little cool out here if you are not rowing.

I resume my comfortable seat and drift down stream at about one-quarter knot. As I drift I see a large bird in a dead tree. Looks like an eagle. Getting closer I see another. They are

white on the head and chest and dark brown wings and back. Definitely birds of prey, and probably eagles from the size of them. They both fly away, one and then the other, when I drift to within two or three hundred feet of them, complaining loudly of my intrusion. They have learned to distrust man. Smart birds.

The sun is getting low and the clouds are getting thicker and I'm getting cold. It must be time to go. I put the oars into place and row slowly, reluctantly, up stream to the launching ramp. As I load the boat onto the trailer I reflect over the near miracle that saved this piece of wetland from the encroaching cities. I'm thankful it was saved for now and the future. Meanwhile, it is time to head home. The weatherman says winter is coming back by tomorrow in the form of another cold front. At least I got to row one day in January.

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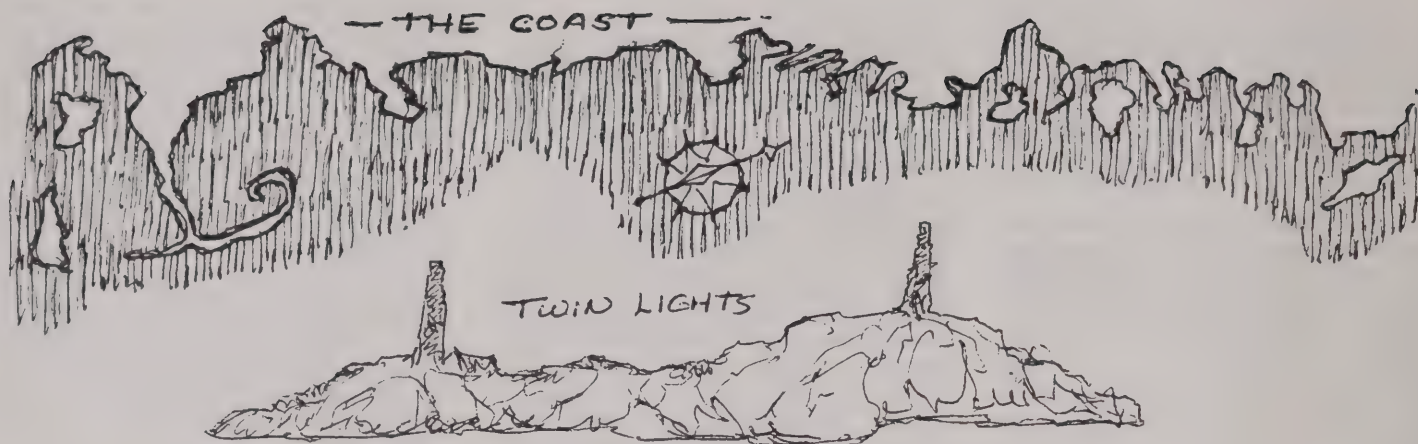


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To the Isles

The Professor found the monument to the Witch Trials. "Just another inane thing erected after every tragedy to assuage the conscience of officialdom. 300 years ago our legal system killed 19 innocent people. This year the governor wants to reestablish capital punishment. He wants us to give his administration another chance to kill citizens again."

The Professor lectured us more about the great trading days of Salem. "Fortunes were made by many proud upstanding Yankees by privateering, rum, slaves, and perhaps a little drug traffic in the Orient. Not too respectable but Hell, you can always fund a church to regain respectability."

Returning to the boat we rowed away from Derby wharf out into deeper water and anchored.

A little wine made the indigestible aggregate the Pilot cooked, palatable. Each one, by now, had found "his place," retired to it, and passed out while our innards struggled to rid themselves of what we ingested.

In the morning we said farewell to Salem and set sail for Cape Ann. We made our way out the narrow, shallow channel that finally caused the demise of Salem as a worldly commercial port. We sailed by Haste Shoal, Misery Shoal, between Beverly Farms and Great Misery Island into Manchester Bay, between House Island and Gales Point, inside of Kettle Island across Magnolia Harbor, Popplestone Ledge and Norman's Woe into Gloucester Harbor where we rounded 10 Pound Island and looked for a spot to anchor in the crowded harbor. Sailing up to the first mooring we saw, the Waterman grabbed it.

"Decisions are easy when you don't care what you do," he said.

"Unless you meet the owner who doesn't care what he does in response." The Pilot warned.

The Professor began his historical dissertation by telling us that the little settlement of Gloucester had always been noted for fishing.

"And drinking," the Pilot added. "The more they fished the more they drank. The fish couldn't keep up and soon gave out. The fish houses became taverns." This revelation made the

Assyrian and Waterman extremely happy.

We were given a lift into shore by a passing boat. A narrow street led us into the center of the prosperous little village of taverns. We separated, each to satisfy his needs. I purchased food at a local market causing the merchant to stare in amazement at the quantity, not knowing what one man with 5 healthy spirits were capable of consuming.

It was apparent that the Pilot was correct about the town's renowned thirst. Almost every third shop was a tavern. In one of these establishments I met up with the Assyrian, Pilot and Waterman, Piscatologist and Professor, observing the native custom of tipping.

When we returned to the shore we noticed another boat had rafted beside us. It proved to be a native of Nahant. Upon seeing us he came ashore in a small rubber raft and gave us a lift out to our boat. We discoursed convivially till dusk, in the course of which he explained he was on his way back after having sailed to Rockport and thought he would loan us his raft since he had no further use for it. It was a welcome addition.

Next morning, shortly after his departure, we got underway. The Piscatologist threw over a dredge and hauled up an assortment of discards. Not a living thing could be found. An indication of how efficient our technology has made us, and a good reason for the inhabitants of the defunct little village to drink.



We sailed by 10 Pound Island and cleared Gloucester Harbor by 8:00. Making our way up the southeastern coast of Cape Ann, I wound the \$10 clock but, like myself, it refused to work. I shook it too vigorously. The hands fell off. I

restored it's appendages and put it gently aside to recuperate. We passed close by Thacher's twin-towered lights, where insect-like fishing boats dotted the horizon. We sailed boldly through the narrow gut at Straightsmouth Island and into Sandy Bay. The clock started ticking again at Halibut Point.



STRAIGHT MOUTH

With the light southeasterly breeze we started at once for the Isle of Shoals which lay nearly due north of us, about 20 miles distant. The wind failed. Discouragingly, Cape Ann was still in sight astern of us at noon. We rowed till a whale surfaced near by. "We didn't think anything was down there," the crew shouted, throwing their lines in the water.

"Pull those silly lines in you damn fools. There isn't anything down here," the whale said. "I have't eaten in weeks. You've depleted our food supply. You desperately try to reintroduce birds into this area but how the hell do you think they can survive if there are no fish. You've had as much time to evolve as the rest of us and that's all you've managed to do is make yourself into a dismal failure," he continued. "You're really too stupid to do anything right, yet you still rationalize your existence with religion, politics, and science. You're not necessary. You're only necessary to yourself. Nothing else really needs you. In fact everything on this planet could get along very well without you."

"I thought whales had better dispositions," the Professor told him.

"Anyone's disposition would deteriorate after witnessing what you donkies are doing," the whale replied.

I felt a breeze. "You've brought the wind back," I shouted to the whale.

"You're hopeless," the whale said despairingly, and disappeared. The wind strengthened to a fine sailing breeze. Far off on the horizon, an immense ship appeared to be anchored in mid-ocean.

"That's the Isle of Shoals," The Pilot informed us. By midafternoon we sailed between Whiting Island Light and Star Island into hospitable Gosport Harbor. "The holding ground is bad and it is not advisable to anchor," the Pilot said. So we secured the boat to one of the



WHITING ISL LIGHT

available moorings. We cooked, ate, and inflated the raft. Paddling ashore the Pilot discovered that air was leaking out of the raft while the Waterman discovered that water was leaking in. At the dock a young man informed us that we were not allowed to land on the island after sunset. The sun had just set.

"Could we land to pump up our raft?" I asked.

"Can't permit it. Rules are made to be obeyed," the robot told us.

We quickly paddled back to the boat and climbed aboard, wet and angry. The Professor made hot chocolate and told us the strange history of the Island's discovery. "In the spring of 1614, while in the service of his king, John Smith made the first recorded visit to the Island. Of course Gosnold landed in 1602, Pring in 1603, Jones in 1604, Champlain in 1605, Black in 1607, Harrison in 1608, Smuttynose in 1609, Argal in 1610, Breakwind in 1611, Star in 1612, Appledore in 1613.

Still Smith in 1614 is credited with having discovered the islands since he recorded them. The record, typically, disappeared. Immediately after the discovery an altercation ensued over naming the islands. Suggestions were asked for; Brown suggested, "Brown's Island", Green suggested "Green's Islands", Cook suggested "Cook's Islands", Baker suggested "Baker's Islands", Carpenter suggested "Carpenters' Islands", Steward suggested "Steward's Islands". All six of the aforementioned men were flogged and put in chains till they agreed that Smith should name the islands after himself. As he did everything else they found.

Soon after Smith left, a castaway named Peter Shoal was washed ashore, reluctantly becoming the first permanent resident. He was heard only to be referred to the islands as, "my god-damn-pile-o-rocks". As a rhyme, it was generally thought to be inappropriate. In no time at all a shore woman heard of his soulful solitude and sailed out with the intention of sharing his blissful solitude. She and he soon multiplied their solitude. And very soon you could not set foot on any of the islands without stumbling over a Shoaler. The islands were named after each of their adorable tribes, "Smuttynose Shoal", "Hog Shoal", "Shag Shoal", "Appledore Shoal", "Star Shoal", "Cedar Shoal", "White Shoal", "Lunging", "Malaga", "Duck", "Seavey", "Mingo", etc. Hence the "Isles of Shoals."

Next morning we paddled ashore again only to be told that we were now too early. "No one is permitted ashore till 10:00 a.m., and don't ask me to make an exception," we were told by another robot Shoaler. We hastily paddled back to the boat.

The spirits dropped their lines over the side till 10:30 at which time we pumped up the raft again and paddled ashore. Not greeted by a Shoaler with rules this time, we wandering freely over the island. It was liberally adorned with gravestones over Shoalers who obviously couldn't abide the rules.



A monument on the highest hill read, "Under this stone lies the remains of Reverend Tuck. Although a graduate of Harvard, he proved to be an affable man, polite in manner, amiable in disposition, of great piety, diligent and faithful." The Waterman rightfully wondered what his one great failing was that he had acquired at Harvard, for such a great mass of stones to be put on top of him.



Next morning the Professor and I crossed over to Appledore to visit with ghostly Celia in her famous Parlor. She and her husband tended the lighthouse on Whiting island for several years before retiring to Appledore to grow flowers and write poetry. We found no evidence of her island fairyland as she described it. The free pagan spirit had left with her demise. The wind and waves did not sing but moaned; the sky did not smile down upon us, but frowned. The birds perched on rocks sadly pensive. We sat about also waiting for some evidence of Celia's exultation. We found none and disappointedly paddled back to the boat.



We promptly set sail and quickly left that grim inhospitable collection of Peter Shoal's "god-damn-pile-o-rocks." The wind proved to be unsteady demanding that we alternately row and sail. Stage Harbor was our destination but the tide along the shore and the descending sun mocked our efforts as we reached the entrance to Cape Porpoise. Multitudinous lobster-bouys impeded the channel. But with the rudder attached to the full keel of our boat, we had no problem sailing over the impedimenta. We anchored on the outer line of boats.



BEN GUNN

A 12 foot gaff-rigged boat named "Benn Gunn" came along side, luffing it's loose footed sail. The ragged, bearded occupant told us he lived on an derelict, washed up on Troff Island. He residing there contentedly with his wife and two children. We talked disparagingly of politics for a while. Before sailing away he invited us to visit his island when we found time.

We were awakened next morning at 5:30 by lobster boats hauling their traps around us. There was no wind. So we decided to stay another day and rest. The spirits went ashore to pig down fish, lobsters and clams at the local Fang and Claw Eatery. They devoured whatever was put before them while talking of work, money, war, sex, oldtimes, hardtimes, sickness, dying and death. I dismissed myself by maintaining my sympathetic affinity with the sea and refusing to eat anything that came from it.

"But fish eat fish," the Piscatologist declared.

"That is their only source of food as you well know. It is not ours as you also well know. We are the only creatures that eat everything every other living thing eats."

"You live by too many rules," the Pilot said dismissing me.

I paddled out to Ben Gunn's Island. There was already a raft on the beach. Three men sat on the edge of the woods. I avoided them and walked along the shore after finding the undergrowth too dense to enter the woods. Circling the island I soon came across Ben Gunn's boat and camp. No one was about, except for a deer which stared at me for a minute than bolted into the brush toward the men. I



DOE

waited for a gun shot. Nothing. So it was divinely decreed that the deer would not meet a nut with a gun that day. I returned to the raft, picked up the crew in town and paddled back to the boat. I poured a liberal ration of rum for all to lift their spirits. The Assyrian assiduously recorded it in the log.

The next day we sailed with a fair wind till mid afternoon, when a fog rolled in from the sea. The Pilot asked where the radar reflector was.

"We have none," I told him.

"Then where is the fathometer?"

"We have none."

"Lead line? Horn? bell?"

"None."



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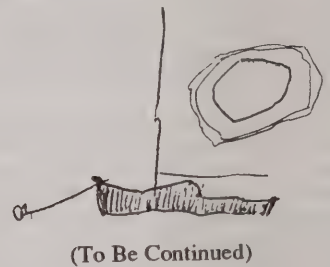
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He found the binoculars, they had only one eyepiece. The Pilot expressed his regard for my seamanship with a stream of salty expletives. We continued as the wind held. Waves soon appeared off the bow breaking on the rocky shore of Richman's Island. Following the shore we heard the bell of the entrance bouy. Turning to port we found a beach and anchored. After sunset the fog lifted, whereupon we could see the safer anchorage behind Richman's Island. Sailing there we anchored snugly amid other boats. Although we sat beneath a clear starry sky in a serene harbor I did not sleep well that night, for I dreamt I was still working in that dismal Job I had resigned from, with all the desperate people trying to "hang in there." I awoke, grateful to be on my boat.



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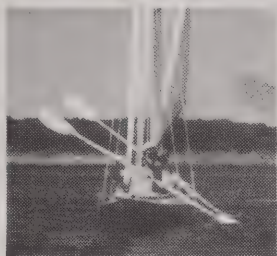
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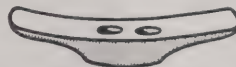


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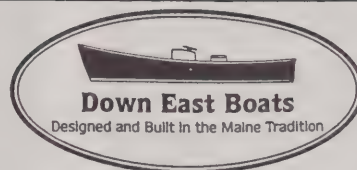
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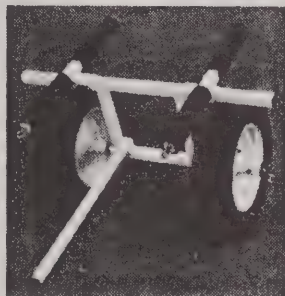
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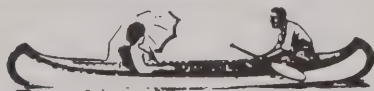
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Our Family Suggests: "Build the Tortoise Punt"

By Maddy Joy Shaddock (5), Erika Joy Shaddock (8), and Gregg Shaddock (42)

We suggest you consider building something like the Tortoise punt with kids. (The 6-1/2' Tortoise was designed by Phil Bolger; plans are sold for \$20 by Harold Payson, Pleasant Beach Rd., So. Thomaston, ME 04858.) Sure, it's boxy and looks like a cement mixing "boat," but its simple sections and simple building sequence make it cheap and relatively quick to build. These recommend it for building with and for children:

Small. Cheap to build. Relatively quick to build (the painting sequence actually takes more time than building). Child-size when done, for easy (if not fast) rowing. Easy to store and to cartop (weighs about 50 pounds). Needn't be registered.

Simple form. Kids can have fun doing layout, cutting, and pounding nails during construction. When done it makes a great hobby-horse (teetertotter) in the back yard.

Cheap/Practical. Don't worry about perfection during construction, or theft when done. Chance to experiment with woods, glues, and paints on a small scale.

Approximate cost if done on the cheap:

\$25 for 2 sheets 1/4" ext. A-C fir plywood.

\$5 for spruce-pine-fir reinforcement from 1"-by or 2"-by.

\$3 for nails (even bronze; maybe 1/2-2/3 lb.).

\$8 for glue (even epoxy; DO epoxy edges of plywood).

\$3 for preservative.

\$3 for linseed oil and turpentine to bulk plywood.

\$12 for paint (2 quarts porch paint, from discount shelf).

\$8 for oarlock sockets (galv.).

\$8 for oarlocks (galv.).

\$75 without oars

Oars (5-1/2') will add either time (maybe 3 hours) or money (\$20-\$40). You may wish to fiberglass tape the chines, adding some time and a little money.

You might also try these when you build (and paint) a boat with kids:

Kids like to paint. Have them paint the boat with you. They may have a color they would like, too. We painted our punt pink, easily done by adding some Tints-All to our white paint.

If you use oil-based paints buy tubes of both a barrier cream (e.g. Glove Cote) and something to gently remove paint from skin and clothes (e.g. GoJo Paint and Stain Hand Cleaner). Use the barrier cream on your hands and arms before painting. Tuck up hair (e.g. pony tails) under a cap. Inspect members of the painting crew as they quit painting to see what needs removing.

The kids are proud of what they contributed, and dad is real proud of the kids!

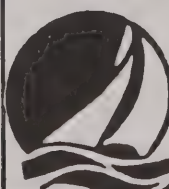
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Tortoise on the Beach

By Greg McMillan

There is certainly nothing new about the concept of building a boat when you get where you want to go instead of going through the agony of hauling a boat to some really distant place. Phil Theil of Seattle, for instance, proposes building his canal cruising boat when he gets to the canals of Europe. As for us, there were storms and blizzards forecast for our whole trip south so we decided that instead of hauling our two kayaks on top of the truck, the best way for us to get a boat from Port Townsend, Washington to the preserves along the lower Colorado River, just above the Mexican border was to build it there.

To carry out such a project successfully, there are, of course, a few requirements. One has to have a few tools available, be capable of rough and ready construction, be satisfied with a level of excellence consistent with the building situation and have a very simple boat design, one really easy to build. More than that, the cost of the materials must be low enough so you can just walk away from the boat when you leave to go home.

First the designs: A couple of the plans Bernie Wolfard has in his "Common Sense Designs" would have been great but we had decided to do this while we were packing our little camping trailer to go. Besides, we both have a soft place in our hearts for Phil Bolger's "Tortoise" from his book, "Different Boats", certainly one of his best all time designs. I had built one twelve years ago for a dinghy for our cruising catamaran and it had served wonderfully. A pram, it was a real cargo hauler, easy row in spite of it's six and a half foot length and capable of being tossed into the back of our mini-pickup if we wanted to go from one lake to another. Especially, we considered that we could build it for minimum cost, an expendable boat, Bolger calls it.

Once down at the Wildlife Preserve, called Lake Mitty, we located a great camping/boat-building site and left the trailer while we went into the nearby city of Yuma to a lumber yard there. We bought two sheets of 1/4" plywood and seven eight foot lengths of 1x2s, total cost \$32. We already had one tube of Sikaflex and two partial tubes of silicon caulk and figured that that would be enough to glue the little rascal together and keep the river out.

Because the plans Bolger provides in his book give the detail dimensions of each of the plywood pieces, sides, transoms, fore and aft seat, aft-deck and bottom, we were able to lay out the design on our pieces of plywood and have two small scrap pieces left over. We did

this up at the Senator Wash Campground where we knew some of the campers from the year before and where we felt sure we could borrow a generator long enough to cut out the plywood pieces with our saber saw. After this, we left Senator Wash which is up on a bleak, gravel mesa but which has water, dump service and flush toilets to attract long-term campers and went down to our wonderful, lonely campsite by the lake shore to complete the construction.

First of all, of course, we wanted to cut the 1x2 pieces that form the chines and gunwales and fasten them in trial fits with sheet-rock screws. We decided to do this at a picnic table near our camp site. To fit the bottom of the pram, Bolger had specified a bevel of 63 degrees on the stem transom and 37 degrees on the forward transom. How to do this with no protractor? We just eyeballed them against the side panels. When we had everything ready, we spread caulk on the 1x2s and refastened them to the plywood. Thinking, "Boy, this is a piece of cake!" we began assembling the sides to the transoms when we discovered a horrible error. We had fastened the 1x2s to the inside of the starboard panel and to the outside of the port panel. Fortunately the adhesive hadn't fully set yet and we were able to remove the 1x2s from the starboard panel and put them on the outside. Looked a little scruffy but held everything ok. Before long then we were able to fasten the bottom to the sides and transoms and voila, we had our little boat.

Admittedly, the results betrayed the "quick and dirty" method and I surely discovered how much more difficult it is to build on the beach instead of in a shop. Though, while I was excusing my somewhat sloppy workmanship, I remembered that both Slocum and Harry Pidgeon had built their boats on beaches. And, after Brenda had painted the little tub, it looked great, from a distance.

I cheated this much. Before I left Port Townsend, I bought some closet poles and epoxied pieces of ply on the ends for six foot long oars and they worked great with the oarlocks I had also brought along. I thought afterwards that it would have been neat to have used thole pins instead.

And how did it all work out? Wonderfully! We re-discovered that the Tortoise would go along with the two of us in it but was only fun with one person. It let us explore hidden little coves among the rushes and chase the coots. When we were ready to leave, we were faced with the problem of what to do with our little

jewel. How were we going to find some kid who would love to have it and whose father would haul it to the river for him? The problem was solved simply.

As a final excursion, we had hauled the Tortoise in the pickup back to a more remote lake where we were the only visitors except for a group of young marines. They were having trouble fishing from the shore and so we decided that they were likely candidates for the boat. First, though, I went out for a farewell row and then Brenda took off for a last row before we lost it. Before she returned, I positioned myself on the bluff overlooking our launching beach with the camera ready to take our only pic of one of us rowing the boat. I waited and waited. Then, I heard her cheery cry from behind. She was so proud that she had gotten them to take the boat, announced that the marines were delighted, and were soon out on the water. No picture! Goodbye little boat!



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down to my place in Winter Haven and finish it up in my carport. That's where things stand right now. He does beautiful work and I hope he can find his niche.

Doug Watt, 1607 17th St. NW, Winter Haven, FL 33881

DECKED SWEET PEA

Here is a photo of the Bolger "Sweet Pea" I completed last fall. The fore and aft decks and the outboard well are changes I made. A fun boat.

Jim Breese, 74 Little Harbor, Guilford, CT 06437.

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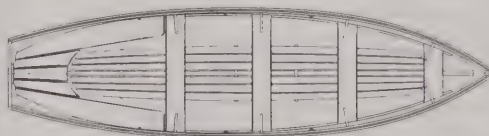
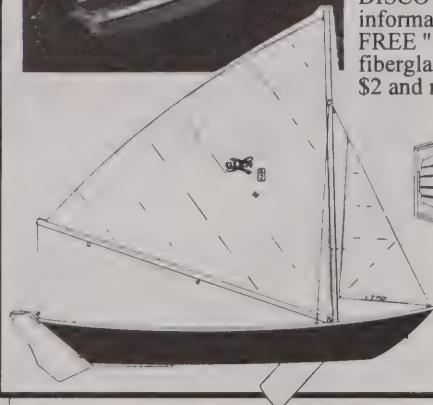
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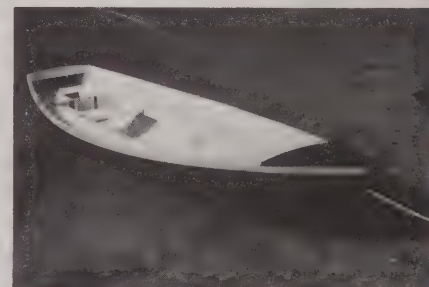
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This account of messing about in boats should be amusing to many "Messing About in Boats" readers. It is a reasonably accurate recollection of some amateur boatbuilding activities during the 1930's.

My boating and boat-building during the period 1930-1940 were mostly under the guidance of my older brother, John, a most remarkable man who always has loved to mess about in boats. He does to this day, at 80 years, although he has greatly simplified his "messing about" in the last 30 years or so.

The building of a kayak was the first project that I can remember well. There had been several other big boat projects that John had completed before he undertook to help me build a kayak, but those other projects must be described in another account. The very rough plans for the kayak which John had gotten out of the pages of a "Popular" magazine (I don't remember which one) specified an oak and ash frame and a shrunk-on canvas skin. The plans showed pretty high freeboard and a large cockpit, considering the ten foot overall length.

Kiln-dried oak and ash were of course quite expensive and hard to work with hand tools, so John did a bit of redesign so that we could use hickory saplings from the woods behind our house. The hickory, being green, would not need to be steamed to be easily bent into tight curves. Hickory, especially green, is a most split-resistant wood which helped in the fastening of the stringers to other frame members. We gathered many saplings in the next few days in several raids in the woods which today might bring on the law, or at least environmentalists, since the "woods" were part of Palisades Interstate Park. But it was 1936 and "environment" was a seldom used word.

We did it all with hand tools. The stem and stem pieces and the cockpit floor were sawn out of plywood, which we soaked in varnish for waterproofing. Hand saws, hand drills, brace-and-bit and hand sewing of the canvas cover (my mother was an expert with needle and thread) put it all together. Once she was covered, the canvas was shrunk tight and wrinkle-free over the frame by dousing with boiling-hot water. After drying thoroughly, the canvas was made leak tight by soaking with airplane dope. We then painted her an attractive olive green.

I couldn't wait to get out on the nearby Tappan Zee. I really don't remember what we did for paddles, but I do remember paddling her along at a good rate, all ten feet of her. She was fairly broad and stable. She held two of us, my friend and school-mate, Henry Carlson when we paddled on the Hudson or the Hackensack. She was known only as "the kayak", but I did get a lump in my throat when a man came and loaded her on his car, paid us what seemed acceptable, and took her away. By that time it was 1939, John had a good, well-paying job in a defense plant and we undertook to build a 16 foot inboard runabout.

My younger brother, Marshall, helped on this job, so with three pairs of hands, the work went surprisingly fast. It is well to remember that we were not perfectionists. We did not try to make the boat look like a piece of fine furniture. Sturdiness was our main goal. We did have one electric tool. It was a 1/4hp electric motor driving a flexible shaft through a four-speed vee belt drive. That way we had speed for different sized holes, and other operations using a sanding disc and our own home-made rotary rasp. The whole arrangement was our own construction. It was made from angle iron from discarded bed frames

Budget Boatbuilding in the '30's

By Shields Bishop

which the army left behind at its Bluefields rifle range only a few miles from our house. But all our other tools were hand-powered. Again, the plans were from the pages of a "Popular" magazine, I think, although maybe we had to send a request to the magazine for the plans.

We used sawn frames of local oak (we didn't take these out of the Interstate Park woods) from a little sawmill in Nanuet, N.Y., a few miles away. These were glued (marine glue of the day-smelly, molasses-like stuff) and bolted at the sharp chine. Longitudinal stringers were the same oak about 1-1/2x1-1/4. Fasteners were galvanized steel screws and bolts.

Now, this boat was to be "trailed". That is, she was to be kept on a trailer until we decided which body of water we wanted to use her on any given day. That's no problem today, but it was in those days of wooden boats which had to be wet for a while in order to swell up and stop leaking. The answer to this problem was to double plank the bottom with a layer of waterproofed canvas between the two layers of planking.

The double planking helped solve another problem: structural rigidity. Since almost all boats before fiberglass and epoxy and polyester were constructed of many small pieces held together with fasteners such as bolts and screws, it was difficult to build a boat which would take the pounding that a "Johnson 32" could produce. Then when people began installing converted automobile engines to really push the boats fast, structural endurance was the number one problem.

The first layer of planking was laid in diagonal to the stringers and securely fastened with screws and marine glue. This produced a sort of trusswork for longitudinal stiffness. Both the layers of planking were of 3/8 inch marine plywood (fir) ripped by the lumberyard to about 3 inch width. Then the canvas was laid on and waterproofed with the same kind of goo people used on canoes. Next the finish planking was laid on parallel to the stringers and screwed to the frame members as well as bolted to the first layer of planking. These bolts were flat head, #10-24 machine screws, zinc plated and just long enough to go through with a square nut inside.

We could have used rivets, as the plans specified, but neither my brothers nor I ever liked all that pounding you have to do with rivets. Also we got good enough at handling the little nuts and bolts that we could place a bolt and then put the nut on finger tight inside and then draw it up from the outside without needing to hold the nut. That way one person could place bolts without a helper. We made the bolts a very tight fit in the planking-and-canvas sandwich.

We never saw one leak. We placed many hundreds, until John finally said "ok, that's enough".

Since the boat was to take advantage of one of the low-cost auto engine marine conversions, we bought a 1937 Ford that had suffered a devastating fire which left the frame and engine ok. The engine was a V8 60, a tiny L-head V8 engine which reputedly delivered 60 horsepower at 3600 rpm, but was known to put out much more when souped up as they often were in midget auto racers of the day. We took the body off the frame and somehow got it back to the junkie where we got the wrecked car. We had hoped to use the gas tank in the boat, but the fire had ruined it so we had to go back to the junkie again for a gas tank. The tank which would fit best was from a Chevrolet, and we figured it would be hidden under the aft deck anyhow and Henry Ford need never know. To turn the chassis frame into a trailer, we bought a tow bar which through a clever linkage steered the front wheels, making a very good four-wheel trailer.

Now all we had to do was put that engine into the boat, clutch, transmission, U-joint and all (the transmission was for reverse). We had to buy marine conversion parts such as a water pump, since automobile water pumps will not draw the water up, and water-cooled exhaust manifolds and connections of various sorts.

Well, of course, there were many other details like good decks, good rudder, chocks for the trailer, etc. We managed all that in a relatively short time, not being perfectionists. We didn't bother with a windshield. Many small runabouts of the day were windshieldless. All we needed was the shaft, prop and propeller, and zing! Off we would go!

I remember going with my brothers down to Canal Street in lower Manhattan to get a propeller, shaft, shaft log and stuffing box and rudder assembly. We didn't trust ourselves with these more vital items of running gear. I don't remember the name of the firm, but included in the purchase price was consultation regarding the propeller, such matters as diameter and pitch. After the gentleman had considered the information, our estimate of the boat weight, the engine horsepower, etc, he presented a list of characteristics for selecting a propeller. He gave us the option of which one to buy. The one we selected caused him to frown and say "That propeller will make your engine go like the hammers of hell. Is that what you want?" We had never heard that expression before, but we replied "Yes! That's what we want!"

The runabout was like all boats. More fun to build and dream about running than actually running. But we did take quite a few trips on the Hudson. She sure would go, but she used an awful lot of gas, no doubt because of that Hammers of Hell prop. We never did name her, but she probably would have ended up "Hammers", because the word hell on the stern of a boat in the early 40's would have been in very bad taste.

By 1942 both of my brothers were overseas, so my father and I sold the runabout. It was another sad day.

After I came back from the Pacific Theater, I helped my friend Paul move his Lightning from Nyack Boat Club to Haverstraw Boat Club, a distance of several miles, so that he could leave the boat for a regatta the next day. It was a fine spring day in 1946 as we sailed into the Club's moorings. And what do you know, there was the runabout, moored a few feet out with a good cover on her but still no name. They don't build 'em like that anymore.

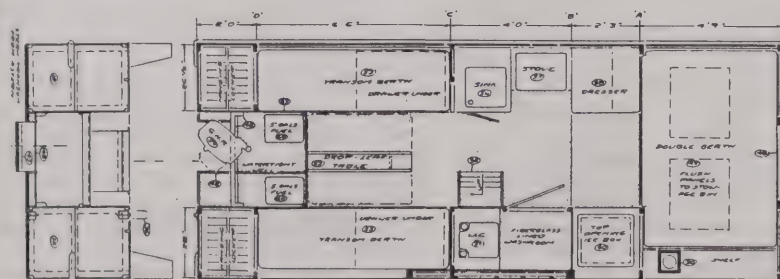
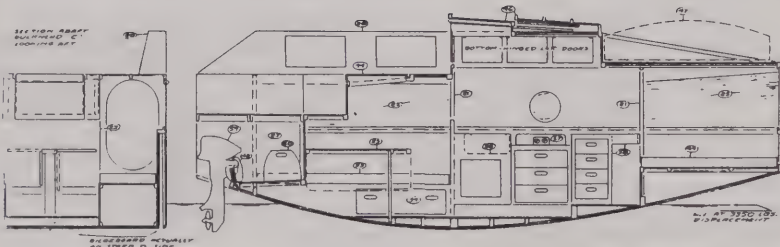
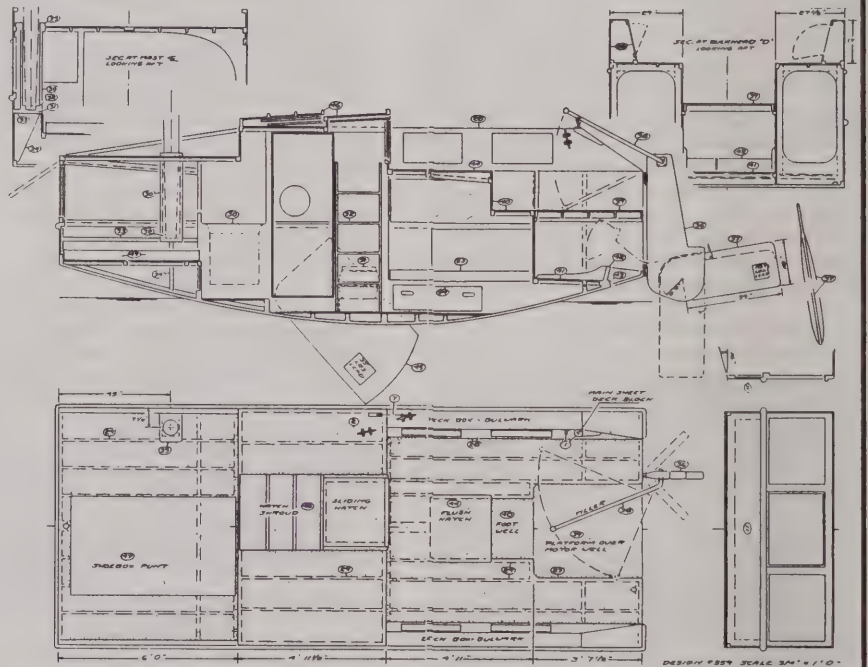
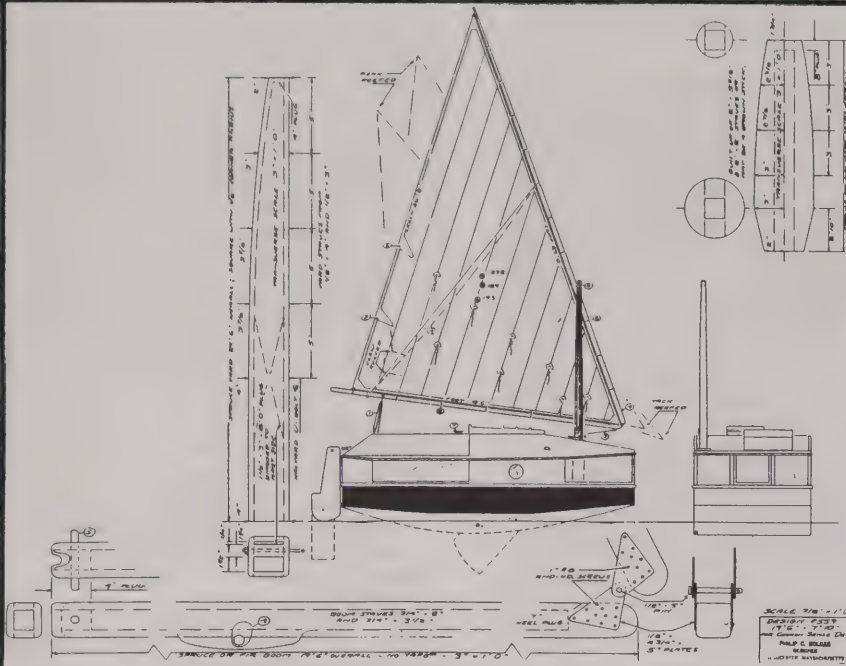
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A couple of people who share my taste for an occasional bizarre boat volunteered to build a prototype, but so far they haven't reported on progress.



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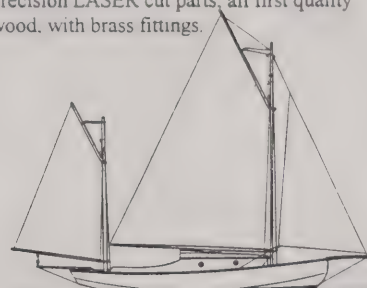
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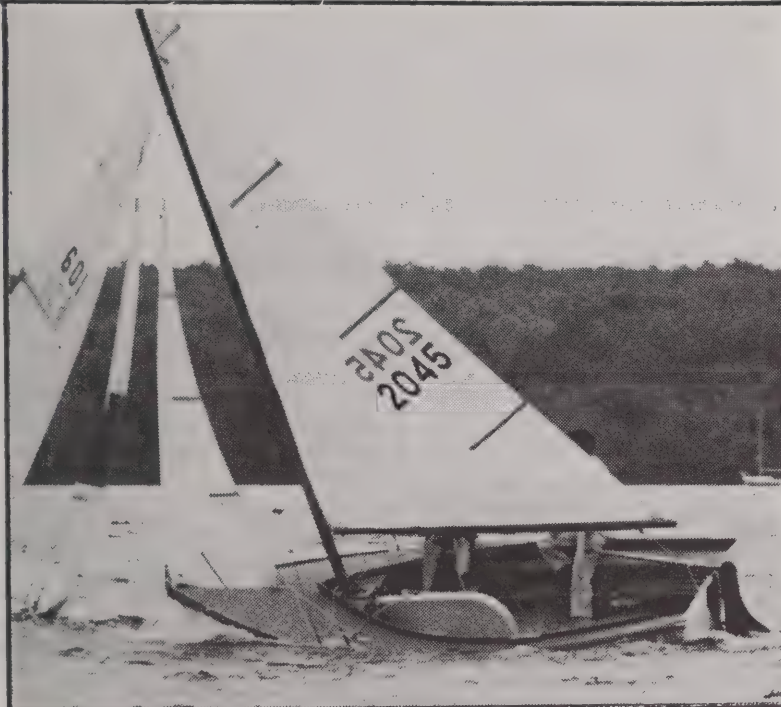
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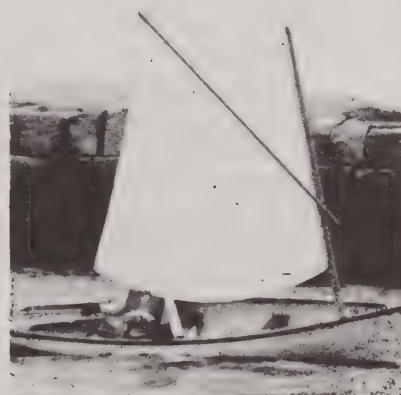
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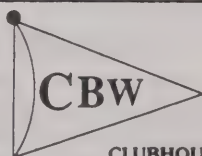
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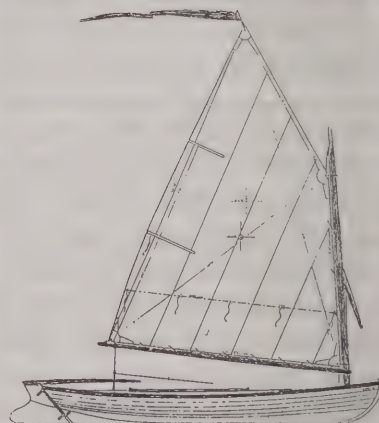
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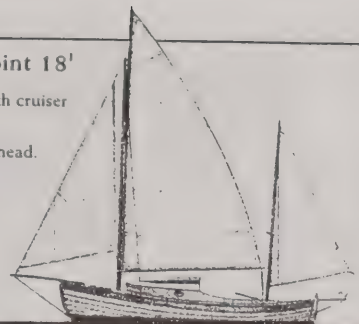
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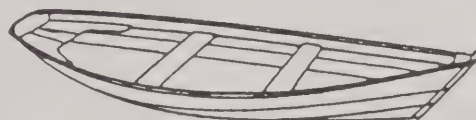
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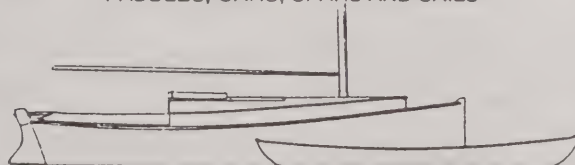
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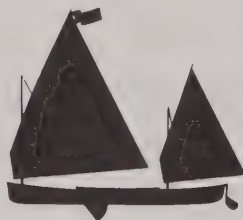
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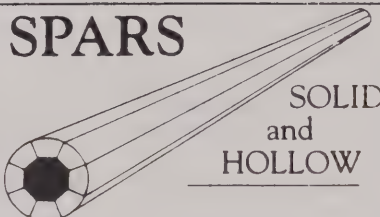
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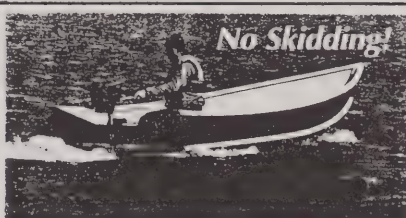


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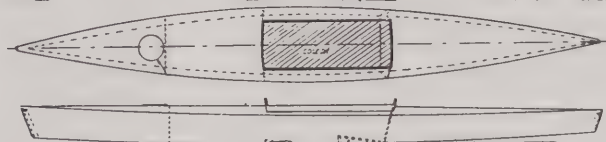
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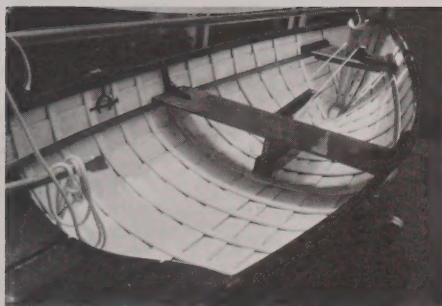
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LONESOME BAY BOAT, a modern replication of a 16' 1912 Old Town "Double-Ended Boat". Fast and stable under oar, sail, paddle or small outboard. This is a perfect multi-purpose boat for the sportsman, camp owner and family. For its length it is one of the most versatile boats built today. Light and responsive, its classic early Maine styling and modern materials hull provide you with low maintenance and much pride of ownership. A wide option list enables us to custom build each boat to your specifications. INDIAN POINT GUIDEBOAT CO., 732 Midland Ave., Midland, PA 15059, (412) 643-5457, (412) 643-6001. (EOI)



W.J. SIMMONS "SUNRISE" DINGHY. Cedar on oak, bright mahogany sheer & thwarts. Varnished & leathered 8' oars. New sprit rig, new sail w/masthoops. New Seitech launching dolly & new custom acrylan cover. Must go to a good home. \$1,000 firm, much more invested.

C.J. TRINGALI, Severna Park, MD, (410) 987-5895. (1) PHOTO

WANTED. Used Boat trlr, single axle suitable to carry a Herreshoff 12-1/2 sailboat 16' long & 1,600 lbs. BILL FECYCH, Winchester, MA, (617) 729-8172. (24)

ALDEN OCEAN SHELL sliding seat rowing boat compl w/Oarmaster & 9'9" oars, or will sell separately. MARTIN EZRA, Lansdowne, PA, (215) 622-1600. (24)

KLEPPER SEA KAYAK w/sail rig, never used, like new cond. MARTIN EZRA, Lansdowne, PA, (215) 622-1600. (24)

10'11"x29" KAYAK, wood/epoxy, varnished, gd for fishing or streams. Blt 1992, asking \$400. RICHARD NILSON, Mt. Holly, NJ, (609) 261-5973 eves. (24)

TWO RESTORED WOODEN CATBOATS. 18' Fenwick Williams w/Atomic 4 engine. 14' daysailer, many extras incl long shaft ob. CHARLIE SECOR, New London, CT, (203) 443-3686. (24)

NIMBLE 20 dble ended yawl, 4-stroke ob in well. Green, foam core hull, tanbark sails, trlr, cover, many options, cruise ready. Have to sell, any reasonable offer. DOUG BACON, Woodstock, CT, (203) 974-3505. (24)

KLEPPER SAILING RIG, in original bags. Incl sail, leeboards, rudder, pedals, all original parts. Unused. Rare opportunity for Klepper kayaker. \$275 or BO. G. ROSEN, Newton, MA, (617) 527-7293. (24)

16' GREAT PELICAN PROJECT, hull almost compl, spars glued & sanded. New sails w/roller furling jib. CB, rudder, all wood need to finish. Occume ply/epoxy. \$2,000 OBO. RALPH MERRIMAN, Seattle, WA, (206) 776-0661 eves, (206) 545-5076 days. (24)

MESS AROUND WITH BOATS (ours or yours) directly on Cape Cod Bay summer 1993. Charming beach house, slips 5, recently renovated, private beach. \$1,900 2 wks, \$3,600/month. CAPT. KEN HASSETT, Box 451, Dennis, MA 02638, (508) 385-2539. (24)

WANTED Gloucester Type VI light dory, new or used in New England area. STEVE MASCIOLI, 4204 Alden Dr., Edina, MN 55416, (612) 930-6440 days, (612) 920-7648 eves. (24)

WANTED. Piantadosi sliding seat rowing unit w/oar/w/oars. STEVE MASCIOLI, 4204 Alden Dr., Edina, MN 55416, (612) 930-6440 days, (612) 920-7648 eves. (24)

DROP-IN SLIDING SEAT ROWING RIG for canoes, shells, traditional pulling boats. This is prototype from which we have been selling plans since 1984. Nds only wheels, track & oarlocks, all available from rowing suppliers. \$125. W/9'9" lghtwt wooden sculling oars, \$250. Pickup in northern Michigan, water wonderland.

OWEN CECIL, Box 634, Oscoda, MI 48750. (24)

22' FRIENDSHIP SLOOP, wood, vy gd cond, diesel, nice overnigher/weekender. Sailaway \$9,000. HOLT VIBBER, 5 Soljer Dr., Waterford, CT 06385. (24)

CAPRI 14.2, immaculate cond, 3 sails, 2hp ob, galv trlr, Harken hrdwre, clinometer, extras, sailed only in fresh water. Will consider delivery within 100 miles. \$2,950 or BO.

RON MAGEN, 433 Maple Ave., North Hills, PA 19038, (215) 885-5629. (24)

NORTHERN WHITE CEDAR, 4/4 rough. Select grade \$1.30/BF, #2 grade \$.95/BF. Assorted Douglas fir & mahogany marine plywood. Sitka spruce, 2x6 rough, \$6/BF.

NATE CAREY, Grantham, NH, (603) 643-3658 days, (603) 863-2915 eraly eves & wknds. (24)

1988 PEEP HEN 14', blue w/tanbark sail, sail cover, Bimini, camper enclosure, galv trlr (tilt), 2-1/2hp Evinrude, exc cond. \$5,400. DARREL ROBLA, Carthage, NY, (315) 493-4554. (24)

WANTED. 20-25 sq ft jib, used, for use to balance reefed main in stronger winds on O'Day Javelin. MARTIN COOPERMAN, 2613 Princeton Rd., Cleveland Heights, OH 44118, (216) 321-3711 home, (216) 687-2187 work. (24)

SLIDING SEAT ROWING RIG converts canoe, kayak or rowboat to efficient powerful stroke. Exc aerobic exercise. Blt to last, tubular stainless steel constr. MARTIN EZRA, Lansdowne, PA, (215) 622-1600. (24)

RL24' SAILBOAT, 1974, swing keel draw 11", FG, roomy cuddly cabin, black anodized spars, sloop rig, all lines lead to cockpit, sails, trailerable. An unusual worthwhile boat designed by Robert Legg NA. Must sell, \$3,500 or BO. MARTIN EZRA, Lansdowne, PA, (215) 622-1600. (24)

13' CANADIAN MOLDED PLYWOOD OB, ca 1954. Underdeck decal reads: "Paceships Molded Boats, the Finest Afloat. Made in Canada by Industrial Shipping Co. Ltd., Mahone Bay NS." Exc orig cond w/wheel & remote controls for "green" Johnson. Boat only, no motor or trlr. \$375. BOB OCHENAS, 204 W. Dudley St., Maumee, OH 43537, (419) 893-6912. (24)

20' ST. LAWRENCE RIVER SKIFF, blt 1989 by Wm. Clements Boat Builder to modified lines from Mystic Seaport. Constr is glued lap plywood epoxy coated & finished bright. Has folding CB from Springfield Fan Centerboard Co., & is rigged as gunter ketch. Vy fast under sail or oars. Maintained in like-new cond. GARDNER BALDWIN, 1904 Nantucket, Houston, TX 77057, (713) 789-6319. (1)



28' L.F. HERRESHOFF "ROZINANTE" KETCH, FG hull, mahogany house, new Awlgrip, self-bailing cockpit. Cruising layout below. 8hp Vire IB on centerline. Exc cond throughout. \$7,000. FULL SEA, Greenport, NY, (516) 734-7409. (24)

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WANTED. Spinnaker pole about 9-1/2' long or longer, wood or aluminum. Even just the end fittings would help. JOHN ROMMELFANGER, 25 Hilltop Ave., Lexington, MA 02173. (24P)

20' SHARK CATAMARAN, fully restored, 2 sets sails, w/trlr. 20knots plus potential, trade for 15' West Wight Potter. Shark worth approx \$3,000. BILL WEYMOUTH, RFD 1, Box 1265, Palermo, ME 04354, (207) 993-2829. (24)



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BOB JONES, Oakland, NJ, (201) 405-0399 eves, (201) 641-7200 days. (2)



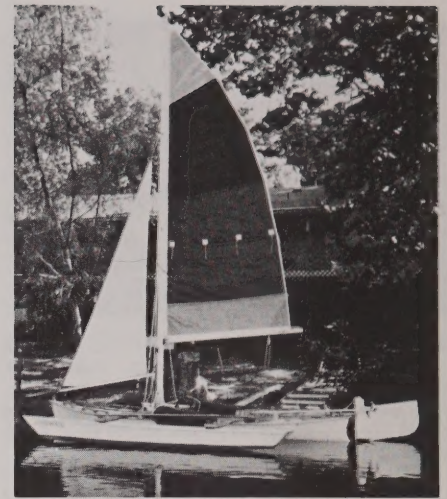
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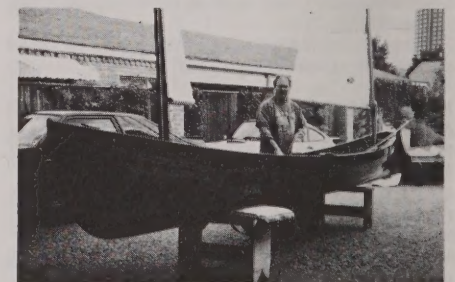
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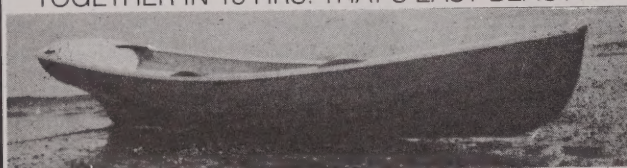
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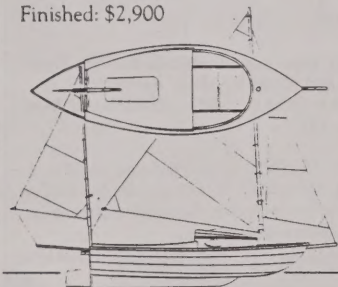
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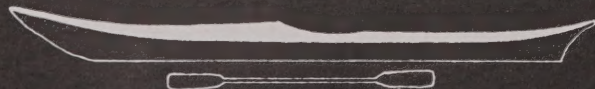
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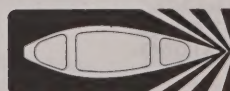
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